The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 7040 | 統宣元年六十月二號 | WEDNESDAY, JULY 28, 1909. | 三拜禮 | 號八廿月七英港香 | $36 PER ANNUM. SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$15,000,000
RESERVE FUNDS —
Sterling £1,500,000 at 2/-=$15,000,000
Silver $14,500,000
$29,500,000
RESERVE LIABILITY OF PROP'RORS.$15,000,000

COURT OF DIRECTORS:
Hon. Mr. W. J. Gresson—Chairman.
H. E. Tomkins, Esq.—Deputy Chairman.
J. W. Bandow, Esq. | R. Shellim, Esq.
E. G. Barrett, Esq. | R. Shewan, Esq.
C. S. Gubbay, Esq. | H. A. Siebs, Esq.
W. Helms, Esq. | H. A. W. Slade, Esq.
C. R. Lammann, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 18th May, 1909. [20

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

PAID-UP CAPITAL.....£1,200,000
RESERVE FUND.....£1,575,000
RESERVE LIABILITIES OF PROPRIETORS.....£1,200,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.
" " " 6 " 3½ "
" " " 3 " 2½ "
WM. DICKSON,
Manager.
Hongkong, 5th April, 1909. [22

INTERNATIONAL BANKING CORPORATION.

CAPITAL, PAID UP.....GOLD $5,250,000
ABOUT MEX $7,222,222
RESERVE FUND.....GOLD $5,250,000
=ABOUT MEX $7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.
LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.
LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4½ per cent. per annum.
6 " 4 " " "
3 " 3 " " "
No. 9, Queen's Road Central,
Hongkong.
W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1908. [18

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.
(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 6,115,745
(about £510,479).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja (Acheen), Bandjermasin.
Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.
INTEREST ALLOWED.
On Current Accounts 2% per annum on daily balances.
Fixed Deposits 12 months 4½% per annum.
Do. 6 do. 4% do.
Do. 3 do. 3½% do.
J. L. VAN HOUTEN,
Agent.
Hongkong, 22nd July 1909 [19

Banks

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP.....Yen 24,000,000
RESERVE FUNDS.....,, 15,500,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	CHEFOO.
KOBE.	TIENTSIN.
OSAKA.	PEKIN.
NAGASAKI.	NEWCHWANG.
LONDON.	DALNY.
LYONS.	PORT ARTHUR.
NEW YORK.	ANTUNG.
SAN FRANCISCO.	LIOYANG.
HONOLULU.	MUKDEN.
BOMBAY.	TIE-LING.
SHANGHAI.	CHANG-CHUN.
HANKOW.	

HONGKONG:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposit:—
For 12 months.....4 % p.a.
" 6 " .....3½% "
" 3 " .....2½% "
TAKEO TAKAMICHI,
Manager.
Hongkong, 1st July, 1909. [17

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January, 1907. [21

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin	Calcutta	Hamburg	Hankow
Kobe	Peking	Singapore	Tientsin
Tsinanfu	Tsingtau	Yokohama	

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank) — Berlin.
Direction der Disconto-Gesellschaft — Berlin.
Deutsche Bank — Berlin.
S. Bleichroeder — Berlin.
Berliner Handels-Gesellschaft — Berlin.
Bank fuer Handel und Industrie — Berlin.
Robert Warschauer & Co. — Berlin.
Mendelssohn & Co. — Berlin.
M. A. von Rothschild & Soehne — Frankfurt a/M.
Jacob S. H. Stern — Frankfurt a/M.
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
MESSRS. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
A. KOEHN,
Manager.
Hongkong, 4th December, 1907. [13

Intimations.

THE SAVOY, 13, Queen's Road Central.

FACTS not opinions.
We do the trade well.
None can beat us.

WHY?

Because the REGAL SHOE is the Shoe that proves.

Because we stock a great variety and sell them at a very low price—$10.00 per pair.

Call and see our new consignment and you will not hesitate from buying a pair.

THE SAVOY, 13, Queen's Road Central.

Hongkong, 28th July, 1909. [39

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net $5.50 per Cask ex Factory.
In Bags of 250 lbs. net $3.45 per Bag ex Factory.
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 15th August, 1908. [38

Mails.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SUMATRA..... Capt. C. J. Benton, R.N.R.	Noon, 29th July	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	MALTA..... Capt. G. M. Montford, R.N.R.	5 P.M. 29th July	Freight and Passage.
SHANGHAI	CALEDONIA..... Capt. H. Powell	About 5th Aug.	Freight and Passage.
LONDON, &c., via usual Ports	DELHI..... Capt. G. W. Gordon	Noon, 7th Aug.	*See Special Advertisement.*

For Further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 28th July, 1909 [4

Intimations.

LANE, CRAWFORD & CO.,
Agents for the
"AQUASCUTUM"
AND
"ZAMBRENE"
RAINCOATS.

ANDERSONS' REGULATION NAVY and ARMY WATER-PROOFS.

RUBBER RAINCOATS,
25.00 to 50.00 each.

A NEW STOCK OF
SCOTTS' and LINCOLN and BENNETTS' Hand-made
TWEED HATS and CAPS.

LANE, CRAWFORD & CO.

"AQUARIUS."

A PURE,
DISTILLED TABLE WATER
IN
Quarts, Pints and Splits.

Telephone No. 75.

CALDBECK, MACGREGOR & CO.

Hongkong, 21st July, 1909. [31

Hotels.

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,
MANAGER.
Hongkong, 16th July, 1909. [67

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the
MANAGER.
Hongkong, 2nd July, 1909. [27

Shipping—Steamers

HONGKONG, CANTON, MACAO
AND
WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.
S.S. "HONAM" 2,363 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.
Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5.15 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River
Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.
S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.
S.S. "HOI SANG," 457 Tons.
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.
S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Lintan" and "Sanui." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

EXCURSION TO MACAO
On SUNDAY, the 1st AUGUST.
S.S. "HEUNGSHAN,"
will depart from the COMPANY'S CANTON STEAMERS' WHARF at 9 A.M.
Departure from Macao 7.30 P.M.
Fares: Excursion Rates as usual.
Machado's String Band will play during the trip.
S.S. *Sui Tai* will not run on the above date.

On SATURDAY, the 31st JULY, 1909.
The Company's Steamship "SUI-AN"
will make an extra trip to MACAO leaving WING LOK WHARF at 7 P.M.
Departure from Macao on Sunday, at 7 P.M.
FARES:—Week End Rates for 1st and 2nd Class.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Pier. [5

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

String Band play during Tiffin and Dinner.

A. F. DAVIES,
Hongkong, 5th February, 1909 Manager. [96

For
LUXURY, COMFORT, QUIET, FRESHNESS AND EXCELLENT CUISINE.
Stay at—
THE GRAND CARLTON HOTEL.

Hongkong, 5th July, 1909. [25

ASTOR HOUSE
(LATE CONNAUGHT HOTEL.)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of
L. GAMEAU, Proprietor. N. BLUMENTHAL, Manager.
Telephone, 190. Telegrams "Astor." [64

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"GOEBEN" Capt. B. Wilhelmi	THURSDAY, 29th July, 8 A.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"KLEIST" Capt. O. Pahnke	THURSDAY, 29th July, Daylight.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"COBLENZ" Capt. H. Rasgener	FRIDAY, 13th August, 10 A.M.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Semblil	Beginning of August.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 28th July, 1909. [5

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
" TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	..TONKIN	....Charbonnel	...2nd Aug., P.M.
MARSEILLES, VIA PORTS	....CALEDONIEN	....Cazanova	...3rd Aug., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	...AUSTRALIEN	...X...	...16th Aug., P.M.
MARSEILLES, VIA PORTS	....ERNEST SIMONS	...Girard	...17th Aug., at 1 P.M.

Transhipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,
AGENT,
QUEEN'S BUILDINGS.

Hongkong, 20th July, 1909. [9

MESSAGERIES CANTONAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL-BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

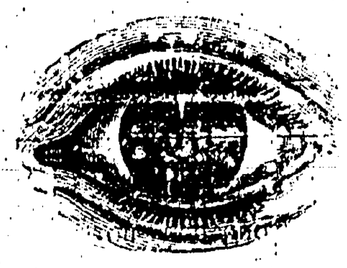
These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shameen.

For further particulars, please apply to the COMPANY'S OFFICE at Shameen, Canton, or to their Agents

BARRETTO & CO., Hongkong

Hongkong, 9th October, 1908. [4



EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight,"—free.

LONDON,	CALCUTTA.	SHANGHAI,
5, John Street, Bedford Row, W.C.	59, Bentinck Street	566, Nanking Road.

Hongkong, 4th March 1908. [9

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	NO. 3 DOCK. (IN COURSE OF CONSTRUCTION.)
Docking Length .....515 ft.	Docking Length.....376 ft.	Docking Length.....481 ft.
Width of Entrance ... 80 "	Width of Entrance... 50 "	Width of Entrance... 63 "
Water on Blocks ..... 28 "	Water on Blocks ... 26 "	Water on Blocks..... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 378, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.
Lieber, Scutte, A. 1, and Watkins.

Yokohama, April 28th, 1903 [46

For Sale.

FOR SALE.

A RICKSHAW with BICYCLE RUBBER TYRED WHEELS in Good Condition.

Apply to—
S. D. SETNA,
No. 6, Des Vœux Road.

Hongkong, 21st June, 1909. [497

To Let.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ld.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 3rd June, 1909. [463

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.

Apply to—
HONGKONG & KOWLOON LAND & LOAN Co., LTD.,
No. 8, Queen's Road West.

Hongkong, 9th March, 1909. [248

TO LET.

NO. 1 & 3 MORRISON HILL, also OFFICES at No 2 PEDDER STREET.

Apply to—
Messrs. JARDINE, MATHESON & Co., LTD.

Hongkong, 29th May, 1909. [408

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 3 CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHONG ROAD

A HOUSE in RIPON TERRACE.

OFFICES in YORK BUILDING

GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 16E, DES VŒUX ROAD next to the Hongkong Hotel.

FLATS in MOREFON TERRACE.

No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st June, 1909 [51

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.). Rents low.

Apply to—
THE COMPRADORE DEPARTMENT,
E. D. Sassoon & Co.,
Queen's Road Central.

Hongkong, 24th February, 1909. [188

TO LET.

GODOWN No. 5A, DUDDELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st June, 1909. [52

For Sale.

FOR SALE.

BEST FIRE-PROOF SAFES, with SHIFT KEYS, Manufactured by The GODREY and BOYCE MANUFACTURING Co. of Bombay. One Safe 5 feet by 3 feet 8½ in. by 2 feet 6 in. 2 Safes each 2 feet 1 in. by 2 feet 7 in. by 2 feet.

Also a few Large PADLOCKS for Godowns of the same Make.

Also one CLIVER TYPEWRITER in good condition.

Apply to—
PHIROZSHA B. PETIT & Co.,
6, Des Vœux Road.

Hongkong, 5th July, 1909. [517

FOR SALE.

"ADLER" TYPEWRITERS

THE PERFECT VISIBLE.

The latest 1909 Model No. 7 with the latest improvement, the lightest touch, the strongest and the best ever produced.

We sell our Adler under our guaranteed terms.

A few lines will bring the Adler to your office free trial.

We sell various makes of second-hand Typewriters

AND

Rent out by day or week.

REPAIR IS OUR SPECIALITY.

DRAGON CYCLE DEPOT,

33-35, Des Vœux Road, Central, Hongkong.

[42

LEE YEE
HAIR DRESSING SALOON.

HAS ALWAYS ON HAND
CIGARS, CIGARETTES
AND
TOILET REQUISITES
FOR SALE.
12, D'AGUILAR STREET,
HONGKONG

Hongkong, 3rd September, 1907 [14

IMPROVING ADEN HARBOUR.

Shipmasters in Singapore will be interested to learn that the question of improving the lighting of Aden harbour has now reached a solution. The construction of a new lighthouse on Elephant's Back in the outer harbour has been completed. As regards the lights to be employed in the harbour the trustees of the port are in favour of introducing an improved system of flashing acetylene buoys manufactured by the International Marine Signal Co., Ottawa, Canada. The trial shipment of an acetylene gas buoy has recently been ordered by the Port Trust, Bombay, with a view of ascertaining its suitability and usefulness, and has now arrived and will very shortly be installed.

INDIA AND THE NAVY LEAGUE.

PLEDGES AT A MEETING OF THE BOMBAY BRANCH.

Mr. Justice Heaton presided at a meeting of the Bombay branch of the Navy League. It was announced in the last six weeks the membership had gone up from 28 to 68, while 30 or 40 others had promised to join. Sir George Clarke, who when at home was a keen supporter of the Navy League and knew as much about the working of the League at home and abroad as any man in the Empire, had promised to extend his sympathies to the branch under certain conditions. His Excellency was not a man to associate himself with a movement which was not genuine, therefore it behoved everyone to join and strengthen the branch. His Excellency had written that he would become patron of the league in Bombay if it should become a live organisation and should be supported by a representative body of members. The following was among the resolutions passed: This meeting collectively and individually pledges itself to do all in its power to urge upon British subjects in India to support the Navy League and to keep before the public the necessity for the maintenance of British supremacy at sea, the continuance of which affects this country's commerce.

Intimations.

Colonial Secretary's Department.
No. 401.

HONGKONG OPIUM FARM.

NOTICE is hereby given that SEALED TENDERS will be received at the Colonial Secretary's Office, Hongkong, till Noon on TUESDAY, the 31st day of August, 1909, for the purchase of the privileges known as the Opium Farm established under "The Prepared Opium Ordinances, 1891-1909," that is to say, the sole privilege of preparing Opium and of Selling, within the Colony, (including the New Territories), Opium so prepared, inclusive of the privilege of collecting dross and of preparing and dealing in Dross Opium, for three years from the 1st of March, 1910.

Full information as to conditions of tendering, &c., can be obtained from the Colonial Treasurer, and the conditions of tendering and form of grant have been published in *Government Gazette* as Notification No. 401 of the 2nd July, 1909

A. M. THOMSON,
Colonial Secretary.

2nd July, 1909. [515

PARA VENDA.

GRANDE sortimento de LIVROS de MISSA em Portuguez, encadernados em lindas capas de phantasia e de diversas cores.

Precos modicos.

Dirija-se a

GRACA & CO.,
27, Des Vœux Road.

Hongkong, 3 Junho de 1909. [56

COLD STORAGE.

THE HONGKONG ICE COMPANY LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON,
Manager

Hongkong, 6th January, 1909 [6

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGEE (TASTELESS) FORM.

THE NEW FRENCH REMEDY

TRADE THERAPION MARK.

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 in a remarkably short time often a few days only, removes all discharges, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. It allays retention, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2 for impurity of blood, scurvy, pimples, spots, blotches, pains and swelling of joints, secondary symptoms, gout, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of sufferers' teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 3 for exhaustion, sleeplessness, and all distressing consequences of dissipation, worry, overwork, early error, excess, &c. It possesses surprising power in restoring strength and vigour to those suffering from enervating influences of long residence in hot, unhealthy climates.

THERAPION is sold by principal Chemists throughout the world. Price in England 2/9 per packet. In ordering, state which of the three numbers is required and observe above Trade Mark, which is a facsimile of word 'THERAPION' as it appears on British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by all Chemists.

WEATHER-FORECAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

Signal No.		
1.	A CONE point upwards	indicates a Typhoon to the North of the Colony.
2.	A CONE point upwards and DRUM below	indicates a Typhoon to the North-East of the Colony.
3.	A DRUM	indicates a Typhoon to the East of the Colony.
4.	A CONE point downwards and DRUM below	indicates a Typhoon to the South-East of the Colony.
5.	A CONE point downwards	indicates a Typhoon to the South of the Colony.
6.	A CONE point downwards and BALL below	indicates a Typhoon to the South-West of the Colony.
7.	A BALL	indicates a Typhoon to the West of the Colony.
8.	A CONE point upwards and BALL below	indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.	Aberdeen,
Waglan.	Sau Ki Wan,
Stanley,	Sai Kung,
Cape Collinson.	Sha Tau Kok.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light houses.

F. G. FIGG,
Director.

29th July, 1909.

Intimation.

Powell's

Gentlemen's Department.

NEW GOODS

SPECIAL

DINNER

SHIRTS

Fine Quality Cambric, with Soft Pleats, Light Weight, 10" × 3" Cuffs,

THE VERY ACME OF COMFORT.

$4.25 and $5.25 each

NECKWEAR

60 Dozen

ELEGANT TIES

JUST ARRIVED—

Fly Ends,

Four in Hands

AND

Oxfords

IN

CREPE DE CHINE,

POPLIN,

FOULARD,

MADDER,

Etc., Etc., Etc.

ABSOLUTELY

THE

Latest Productions.

Inspection Invited.

POWELL'S

ALEXANDRA BUILDINGS,

and

28, Queen's Road,

Opposite the Clock Tower.

Hongkong, 23rd July, 1909. [29

Intimation

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the lease of Revenue Farms in the State of North Borneo from the 1st January, 1910, as set out hereunder.

REVENUE FARMS IN THE STATE OF NORTH BORNEO.

1. In making arrangements for the leasing of the Farms for the next Farm period of 1910, 1911 and 1912, the Government reserves to itself the right of vesting the Farms (as provided in the Proclamations concerned as named in Schedule *A* appended) in any person, by public or private sale as may be thought fit.

Subject to the above reservation it is hereby notified that tenders will be received at the Office of the Secretary to the Governor, Sandakan, up to 12 o'clock noon, on the 1st day of October, 1909, for the purchase of the exclusive privileges of the Farms described below for a period of one, two or three years commencing on the 1st January, 1910.

2. Any person either for himself alone or for himself and others, may, either in person or by agent duly accredited in writing, on any date prior to the said noon of the 1st October next, submit to the said Secretary at Sandakan, any tender he may think fit for all or any of the Farms, provided such tender is in conformity with the terms of tendering hereinafter set out and fulfils all the conditions required of the Farmer.

All tenders so made will (except at the express wish of the tenderers to the contrary) be received and treated by the Government as strictly confidential.

On receiving any such tender, Government reserves to itself the right of deciding whether it shall be considered or not.

If Government decides not to consider the tender, it will be returned to the tenderer under sealed cover.

All tenders accepted for consideration by Government will be, in the first instance, retained by Government for further consideration with the tenders handed in on 1st October, 1909, which will be opened at noon on that date, after which the successful tenderer will be selected.

3. The Farms, above referred to, are :—

BRITISH NORTH BORNEO.—Opium, Spirit, Gambling and Pawn-broking, as follows :—

(*a*) in one concession for the whole State.

(*b*) in one concession for any of the following Districts of the State, the limits named including the interior territory watered by the rivers within the limits given respectively :—

(i) SANDAKAN DISTRICT—the Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the true left watershed of the Paitan river.

(ii) KUDAT DISTRICT—the Territory bounded on the one side by the true left watershed of the Paitan River and on the other by the true right watershed of the Pindasan River.

(iii) WEST COAST DISTRICT—the Territory bounded on the one side by the true right watershed of the Pindasan River and on the other by the northern boundary of Province Clarke.

(iv) EAST COAST DISTRICT the Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the Dutch Boundary on the South at Broershoek point.

(v) PROVINCE CLARKE—being the Territory between Batu-Batu and the Lawas northern watershed.

4. The attention of those desirous of tendering is drawn to the following terms :—

(*a*) The tenderer must state in his tender the annual sum offered for the Farm rent for the three years 1910, 1911 and 1912; a different sum may be offered for the first, second and third years respectively. The tenderer must also clearly state the proportion of the amount Rent to be allotted to each separate Farm.

(*b*) The Government does not bind itself to accept the highest or any tender, and reserves to itself the right of passing any arrangements it may deem advisable as regards the letting of the Farms.

(*c*) Each tenderer should specify in full, in English, and in the vernacular language of the tenderer, the names, residences and occupations of the persons tendering, and similar information regarding any security or any partner that the tenderer wishes to propose.

(*d*) The successful tenderer will be called upon to enter into a contract under the provisions of the Proclamations named in Schedule *A* appended.

(*e*) Copies of the Forms of Contracts for the Farms may be seen on application at the Offices of the said Secretary, at Sandakan, or of Messrs. Guthrie & Co., at Singapore, or of Messrs. Gibb, Livingston & Co., at Hongkong.

(*f*) The successful tenderer will be required to deposit with the Finance Commissioner, Sandakan, security to the value of three months' Farm rent by means of a deposit of money to the amount of one months' Farm rent, and of title deeds to the amount of two months' Farm rent.

(*g*) The retail rates for Chandu fixed by Government for the Opium Farm for 1910, 1911 and 1912 are those specified below :—

Per tahil	$ 2.40
,, chi	00.30
,, 5 hun packet	00.15
,, 4 ,,	00.12
,, 3 ,,	00.09
,, 2 ,,	00.06

(*h*) The Opium Farmer is responsible for seeing that Chandu is not sold by retail at the Opium Farm or at the Opium Farm shops at prices higher than those fixed by Government and named above (*g*).

The Opium and Spirit Farmer may fix their own prices for supplying the Opium and Spirit Farm Shops wholesale with Chandu and Spirits.

(*i*) During the continuance of the Farm period, the Opium and Spirit Farmer will be entitled to the use of a Trade-mark (to be approved by Government) to be affixed to any Opium or Chandu prepared by them, and to any vessel containing Spirits for sale.

(*j*) As soon as the new Farmers have been appointed by the Governor, they will be required to submit in writing to the Secretary to the Governor at Sandakan a Schedule showing full particulars as to the Title Deeds they propose to deposit with the Government as security for the said two months' Farm rent. If these are considered satisfactory, the new Farmers will be required to execute a mortgage of the property to the Government as provided for by law.

(*k*) The Farmer for the West Coast may be required to rent certain Farm buildings at Jesselton.

(*l*) The following Proclamations govern the conduct of the Farms in B. N. Borneo viz :—

SCHEDULE A.

The Opium Proclamation No. 16 of 1901 as amended by No. 7 of 1904.

The Liquors Proclamation No. 17 of 1901.

The Pawnbrokers Proclamation No. 14 of 1902 as amended by No. 1 of 1903, and No. 3 of 1906.

The Gambling Proclamation No. 8 of [illegible] [394

Intimations.

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, 2nd August (First Monday in August).

Hongkong, 27th July, 1909. [558

HONGKONG ICE COMPANY, LIMITED.

IT is hereby notified that on and after the 19th current, the selling price of ICE will be increased to ONE CENT per pound.

JARDINE, MATHESON & Co., LTD., General Managers,
HONGKONG ICE CO., LTD.

Hongkong, 12th July 1909. [532

Public Companies.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-SIXTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 10th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, declaring a Dividend, confirming the appointment of Directors; and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th July to the 10th August, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary.

Hongkong, 20th July, 1909. [544

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, 23rd August, 1909, at 12 o'clock Noon, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 30th June, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 4th to the 23rd August, both days inclusive.

By Order of the Board of Directors,
GEO. A. CALDWELL,
Acting Secretary.

Hongkong, 27th July, 1909. [559

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of $3.50/100 per Share for the Six months ending 30th June, 1909, will be payable on TUESDAY, 3rd August, on which date Dividend Warrants may be obtained on application at the Company's office.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, 26th July, to TUESDAY, 3rd August, (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 12th July, 1909. [545

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of DOLLARS TWO per Share for the Six months ending 30th June, 1909, will be payable on the 3rd proximo, on which date Dividend Warrants may be obtained on application at the Company's office.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 26th inst., to TUESDAY, the 3rd August (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment and Agency Company, Ltd.
Agents for The West Point Building Company, Ltd.

Hongkong, 20th July, 1909. [546

THE UNION INSURANCE SOCIETY OF CANTON, LIMITED
AND
THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE is hereby given that PETITIONS were on the 6th July, 1909, presented to the Supreme Court of Hongkong in its Original Jurisdiction by the above named Society and Company respectively to confirm the alterations of the said Society and the said Company's respective objects proposed to be effected by Special Resolutions of the said Society and the said Company respectively unanimously passed at Extraordinary General Meetings of the said Society and the said Company respectively held on the 21st April, 1909, and subsequently unanimously confirmed at further Extraordinary General Meetings of the said Society and the said Company respectively held on the 7th May, 1909, and which Resolutions respectively run as follows :—

"That the Memorandum and Articles "of Association of the Society (Company) "be respectively extended, altered and "amended so as to read as shown in the "print signed for the purpose of identification by the Chairman of this Meeting and "that such extended, altered and amended "Memorandum and Articles of Association be henceforth adopted as the "Memorandum and Articles of Association of the Society (Company) to the "exclusion of those heretofore prevailing."

AND Notice is further given that the said Petitions are directed to be heard before His Honour Sir Francis Piggott, Chief Justice of the said Court, in fifteen days from this date and any person interested in the said Society or the said Company, whether as creditor, policy-holder or otherwise desirous to oppose the making of an Order for the confirmation of the said alterations under the Companies Ordinance 1865 should appear at the time of hearing by himself or by his Counsel for the purpose and a copy of the said Petitions, or either of them, will be furnished to any such person requiring the same by the undersigned on payment of the regulated charge for the same.

Dated the 20th July, 1909.

C. MONTAGUE EDE,
Secretary to the said Society and the said Company.

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VERA FIGNER.

A RUSSIAN WOMAN MARTYR IN LONDON.

IMPRISONED FOR TWENTY YEARS.

The other evening Vera Figner, one of the most heroic figures of the Russian revolutionary movement, and a prisoner for twenty-three years in the fortress prison of Schlusselburg, was welcomed to London at a meeting in South Place Institute. Mr. Felix Volkhowsky presided, and among the speakers were Prince Kropotkin and MM. Tcherkosoff, Soskice and Aladin. In the following lines, says the *Daily News*, Mme. Kropotkin recalls something on the tragic life story of this not the least remarkable of the Russian guests now among us.

The number of women-martyrs in the Russian Liberation movement is enormous. Thousands of them remain unknown, even by name, even to those who take an active part in the movement or closely follow it, but there are names deeply engraved in the heart of every lover of freedom in Russia, and one of these women's names—the dearest and most venerated—is that of Vera Nikolaevna Figner.

Vera Finger was born in 1852 in a well-to-do noble family. She received her education in a high school for noblemen's daughters, and came out with the highest honours. The strong movement which was going on then in Russia for the right of women to higher education and the other great movement—To the people!—carried her away. In 1872 she went to Switzerland to study medicine with the intention of going afterwards to the people as a village doctor.

But then came, in 1875, an order from the Russian Government to all Russian students in Switzerland to return at once to Russia—otherwise they would be considered as exiles. This was the first personal encounter of Vera Figner with the despotic Government of her own country. She returned home, passed her examinations as a trained nurse, and went as such among the peasants.

A FASCINATING PERSONALITY.

Upon her fellow-prisoners the fascinating personality of Vera Figner had the most beneficial effect. They did not see her, but her very presence among them and her courage were enough to exercise a high moral influence upon them. At liberty she was ready to die for her people. In prison she was ready for the same sacrifice for the sake of her comrades.

In 1902, when the authorities wanted to deprive the Schlusselburg prisoners of the privilege of having books and some manual work—a privilege they had won by a long series of efforts, by hunger strikes, and by the self-sacrifice of some of them who had committed suicide, saying that they did it for the sake of their comrades—when these privileges were taken away by the omnipotent Von Plehve Vera Figner saw that this would be equal to a death sentence upon all her comrades. They would end in madness, die from scurvy, or commit suicide—as so many had done during the first ten years when no work or books were allowed.

She then decided to sacrifice herself in order to save them, to commit some breach of the fortress discipline which would mean for her the scaffold, but would bring her before a Court-martial where she could tell at least all that was going on behind those impermeable walls.

When the Governor of the prison, a colonel, entered her cell she tore away his epaulette. She knew it meant a death sentence, and she prepared for it.

ECCENTRICITIES OF RUSSIAN LAW.

But in Russia things happen quite otherwise than elsewhere. One may be hanged by a local Governor without any form of trial—they do it often enough—and one may not be executed even when the military penal code is quite explicit.

A strong agitation had begun just at that time all over Russia after nearly 200 students had been ordered to be transported as soldiers to Port Arthur as a punishment for insignificant University disorders. To hang a woman at that moment would have been risky—and Vera Figner was not tried.

However, her experience there as a peaceful worker who tried to help the people out of their misery and darkness brought her to the same result as it had already brought many other peaceful reformers in Russia. She saw that no work, however peaceful, for the benefit of the people is possible in Russia under the autocratic regime. She became an ardent advocate of a Constitutional change.

Youth, beauty—she was a very beautiful woman—all that wealth and privilege promised her in life, was thrown away for the sake of her country. She took part in the most daring revolutionary work of the eighties, and especially in the propaganda in the Army.

BETRAYED AND ARRESTED.

She was arrested in 1882, betrayed by a traitor—the Azeff of those times—Degaeff. For two years she was kept in solitary confinement in the fortress of St. Peter and St. Paul, and at last, in 1884, she was tried with thirteen others under the accusation of revolutionary acts and propaganda in the army.

She was condemned to death, but the death sentence was commuted into one of hard labour for life. However, this last sentence was rendered still more cruel by immuring Vera Figner for life in a solitary cell in the fortress of Schlusselburg—the fortress of which its Governor said to the inmates—Nobody has yet walked out of this fortress; all have been carried out.

There she spent twenty years. No voice from the outside reached her until 1904. For thirteen years not a single letter was allowed to reach her, or allowed to be written by her to her old mother.

A GLINT OF HOPE.

Two years later she benefited by a manifesto issued on the occasion of the birth of an heir to the Russian throne. Her imprisonment, for life, was commuted into a twenty years' imprisonment, and in 1904, as she had already spent twenty years in the fortress of Schlusselburg, she was liberated and exiled to the province of Archangel.

Then came the eventful year of 1905. In October her heart was throbbing with joy when the cry—Long live the Constitution!—resounded in the streets and nobody was put in prison for that—but that lasted a few days only.

The old regime was restored with sword, rope and fire. The old nightmare that Russia had lived through under the Czar's rule came back, and Vera Figner's heart is full again of the old sorrow. "I almost regret," so she said the other day at a meeting," that I am not in my lonely cell in the fortress. There I was dead to the outside. In my ignorance of it I suffered less."

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from A. C. AKEHURST, Esq., to sell by PUBLIC AUCTION,

on

FRIDAY,

the 30th July, 1909, at 3 P.M., at No. 1, Ormsby Terrace, Kowloon,

SUNDRY HOUSEHOLD FURNITURE.

(Particulars from Catalogue).

TERMS :—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 26th July, 1909. [553

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on

SATURDAY,

the 31st July, 1909, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vœux Road, corner of Ice House Street,

SUNDRY VALUABLE HOUSEHOLD FURNITURE,

Comprising :—

SILK TAPESTRY-COVERED DRAWING ROOM SUITE, OVERMANTELS, TEAKWOOD SIDEBOARDS and DINNER WAGGON with BEVELLED GLASS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, GLASS, CROCKERY and E.-P. WARE, TEAKWOOD WARDROBES with BEVELLED GLASS, MARBLE-TOP WASHSTANDS, DRESSING TABLES, Double and Single BRASS-MOUNTED IRON BEDSTEADS and BEDDING, a quantity of CANTON CARVED BLACKWOOD WARE, CARPETS, COOKING STOVE and UTENSILS, &c.

Catalogues will be issued.

TERMS :—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 26th July, 1909. [556

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION,

on

MONDAY and TUESDAY,

the 9th and 10th August, 1909, at 10 A.M. each day, at H.M. Naval Establishments,

SUNDRY OLD AND SURPLUS NAVAL AND VICTUALLING STORES;

Comprising :—

Old and Surplus Naval Stores :—CHAIN, WOOD BLOCKS, HOSES, TOOLS, OLD IRON and METAL, OLD MACHINERY, ELECTRIC CABLE and GEAR, MATS and MATTINGS, WOOD BOXES, LEATHER, COAL SACKS, OLD INDIA RUBBER, OLD BOATS, FURNITURE, CARPETS, SURGICAL INSTRUMENTS, &c., &c.

Old and Surplus Victualling Stores :—PROVISIONS, SEAMEN'S CLOTHING, BLANKETS, MESS TRAPS, IMPLEMENTS, STAVES, and a quantity of ELECTRO-PLATED ARTICLES, &c., &c.

Catalogues will be issued.

TERMS OF SALE :—As Customary.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 23rd July, 1909. [551

Intimations.

JUST LANDED :

The well-known and famous brandy

"Bisquit Dubouche & Co."

	Per Bot.
XXX Very Old Fine	$2.50
V.O.C.B. Guaranted 20 Years Old	5.50

ALSO

QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE,
Sole Agent.

Hongkong 30th April, 1909. [40

D. NOMA,

PROFESSIONAL TATTOOER
AND
THE EXPERT REMOVER OF TATTOO MARKS,

No. 60, QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. In tattooing unlike some species of engravings, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution against possible dangers, I use fresh materials daily.

The copying of Portraits with distinct likenesses a speciality.

Hongkong, 1st September, 1908. [56

Consignees.

S.S. "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo, in connection with above Steamer are hereby informed that their Goods, with the exception of Treasure are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 26th July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 26th July, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 26th July, at 3 P.M.

No Fire Insurance has been effected.

F. DE CHAMPMORIN, Agent.

Hongkong, 19th July, 1909 [9

FROM EUROPE.

THE H. A. L. Steamship

"DORTMUND,"

Captain Malchow, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained against Bills-of-Lading countersignature by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd prox., will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 31st inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 26th July, 1909. [554

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"MANILA,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd of August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd of August, at 9.30 A.M.

All claims must reach us before the 6th of August, 1909, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 27th July, 1909. [5

"INDRA" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRAPURA"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 3rd prox., at 10 A.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, where they will be examined at 9.30 A.M. on 3rd prox. No Claims will be admitted after delivery of Goods have been effected to Consignees, and same must be presented within ten days of steamer's arrival here otherwise they will not be recognised.

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 27th July, 1909. [557

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUTSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 P.M., the 29th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., LD., General Managers.

Hongkong, 27th July, 1909. [6

Intimation.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAMPAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE AND REFRESHING.

Watson's FRUIT SYRUPS

mixed with aerated or plain water make excellent refreshing beverages.

Guaranteed to be made from the pure juice of sound ripe fruit.

A. S. WATSON & CO., LIMITED,

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909. [28

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH", should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

(SUBSCRIPTION RATES (IN ADVANCE).

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Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JULY 28, 1909.

AMERICAN FINANCIAL DIPLOMACY IN CHINA.

Many must have noted with surprise that the American Government should have insisted on participating in the railway loans to China. So far as Great Britain is concerned there has been no desire to thwart America's legitimate desires in this direction, but it is clear that the question is more political than commercial. The *Nation*, a New York journal, in dealing with this subject remarks that a short time ago certain English, German and French banking houses signed an agreement for a "tripartite participation" in the loan, that is to say, the Hankow-Szchuen railway loan of £5,500,000, the present diplomatic demonstration appears to amount to a demand for the right of American participation. There are several points of view from which this incident may be regarded. The first is clearly political. The much-worn maxim that "trade follows the flag" has of recent years given place to another maxim, whose truth has as yet been imperfectly tested, that "trade follows the lending of money." In one sense, the second maxim is confirmed by experience. Certainly, England's export of merchandise to new foreign fields has in the past gone hand in hand with its exports in the form of capital for investment in the same fields. Not to mention the British colonies, the case of Argentina and Egypt is much in point. But in these admitted instances, there was some doubt whether export trade or investment capital went first. The familiar English plan of building up trade in a foreign locality, sending out younger sons of a mercantile house to represent on the spot the home establishment, and thus establishing a British colony at Buenos Ayres or Alexandria, would of itself lead to, rather than follow in, the path of investment in railway and industrial enterprises. Continuing in the same strain, our contemporary observes that during the fifteen years or so in which the so-called "colonial expansion movement" has been among all the European Powers, two other principles seem to have been the basis of action of investment markets—one, that the good-will of a foreign state could be surely gained by providing funds for its public or private enterprises; the other, that existence of such investments in a country like Egypt or China would give a certain right to political intervention by the Government whose markets put up the necessary funds. It is in China that this mingling of diplomacy and finance has from the first assumed the most extraordinary form. Disastrously beaten by Japan in the war of 1894, and with most of its public revenues already pledged as security for earlier loans, the Chinese Government had to face the problem of paying a war indemnity of 200,000,000 taels, or, roughly, $130,000,000 (gold). One might have pictured unfortunate China going, hat in hand, to the various market-places to negotiate a loan. Not at all. A scramble occurred among all the important European Powers to secure the prior right to lend the money. England was China's old acquaintance; Germany was her new acquaintance; Russia would not only lend part, but would guarantee personally the whole of the loan. Throughout 1895, these assurances that Codlin's your friend, not Short, were urged on the government at Peking—which, in the end, succeeded in raising $80,000,000 on terms which Japan, in the days of her military success and well-organised finance of ten years later, was not able to command. At the present time the competition is no less strenuous, and even the Powers are apparently intriguing one against the other to secure the master slice. The case, purely from a financial point of view, is all the more singular from the fact that a Chinese railway loan, even granting its entire soundness, offers no greater inducements than many excellent bond investments already on the markets. The popular notion that enormous interest rates are paid is erroneous. The $80,000,000 Chinese loan of 1896 paid 5 per cent., its issue price was 98 3/4, and it has lately sold in London around 104. The more recent Hankow-Shanghai railway loan paid interest at 5 per cent. and sold at 99. The question is not of the wisdom of offering such a price; the point is that investment finance has apparently acted with a curious mixture of motives in the matter. This conclusion is the more difficult to escape when we come to the diplomatic demand that American capital be allowed to participate. American capital has of recent years been impressed with the fact that it has a good deal to do in financing its own investment interests. In 1906, the American markets were declared to have borrowed $500,000,000 European capital for the purpose, and, even so, their new railway bond proposals failed to find a market. Only a few weeks ago, it was announced as a timely and welcome achievement that they had obtained the assent of the Paris Bourse to an effort at interesting French capital in their one half-billion dollars United States Steel stock—the apparent purpose being to get foreign capital to take part of it off the hands of American investors. As the *Nation* puts it clearly, emphatically and to some extent dogmatically:—It is quite true that in 1901 we got in the way of talking about "overflowing capital," and of New York as the money centre of the world. We invested in British consols and German treasury bonds; not to mention the handsome contributions made by our markets to the Japanese war loans. But these very investment undertakings have demonstrated the real nature of the situation. The American allotments of the British Exchequer loans have practically all been re-sold to London; so have the German bond; so, in very large measure, have been the Japanese issues. This is not because of doubt about any of these investments; but, in the main, because American capital can do better at home, or immediately contiguous states which naturally depend upon U.S. markets. But if the lending to China is—as the State Department's intervention seems to indicate—primarily a diplomatic move, it opens up interesting considerations as to the longer future of both finance and diplomacy.

THE English mail of the 26th June was delivered in London on the 27th inst.

CANTON DAY BY DAY.

VILLAGE ATTACKED BY ROBBERS.

[*From Our Own Correspondent.*]

Canton, 27th July.

About a week ago, a daring robbery was committed in the Lung Tam village, in Pan Yu district, when some fifty robbers entered the village and attacked one of the houses. After ransacking the premises and removing all the valuable articles that they could lay their hands on, the robbers kidnapped three children belonging to a family named Pak. The outrage has been reported to the Canton Officials.

ARRIVAL OF COMMANDER-IN-CHIEF.

The Commander-in-Chief of the Land Forces, Chun Ping Chik, arrived here yesterday from Welchow for the purpose of offering congratulations to the outgoing Viceroy, H.E. Chang Jen Chun, on his new Viceregal appointment in the Liang Kiang provinces and to also give H.E. Chang a hearty send-off.

SHUFFLING OF OFFICIAL APPOINTMENTS.

Taotai Chan Mong Tsung will assume temporary charge as Provincial Judge of Kwangtung on the 1st proximo *vice* Wei Ching Tung, transferred to Kwangsi. Taotai Hon Kwok Kwan will assume temporary office as Taotai for the Development of Native Industries on the same day in place of Chan Mong Tsang.

CANTON-HANKOW RAILWAY.

A telegram has been received from Peking that Mr. Leung Yung Wu, a member of the Ministry of Posts and Communications, has been deputed to proceed to Canton in order to investigate the affairs of the Canton-Hankow Railway.

TROUBLE WITH LASCARS.

INDIAN FIREMEN OF THE "INDRAPURA" REFUSE DUTY.

Some trouble was caused on board the s.s. *Indrapura* (Captain W. E. Kelway) on its arrival in port yesterday morning. As a result, Mr. Woolam, Chief Engineer of the ship, placed sixteen Indian firemen in the dock before the Hon. Commander Basil Taylor, R.N., Harbour Master, in the Marine Court this morning, on a charge of refusing duty yesterday.

It appears that on the ship's arrival in port yesterday morning shortly after eleven o'clock, the Chief Engineer saw all the defendants lined up outside the saloon. He asked them what they wanted and they replied that they did not want to do any more work but wished to be signed off. They were told to return to duty but they refused. The Farang interpreted to the men and each one was asked individually if he was going to return to work but each flatly refused. The matter was reported to the Captain but the latter's orders were also refused. They then went forward. None of the men had since done a stroke of work, in spite of the fact that the Chief Engineer had taken the precaution of warning them of the vicinity of a typhoon.

The Captain said that when he saw that the men were determined not to resume work, he hoisted the Police flag. When the Police officer arrived on board, he again had the defendants up and asked them in his presence if they would turn to. They again refused. No complaint had ever been made to him as to the 2nd Engineer having ever struck any of the defendants.

The majority of the firemen stated that they wished to leave the ship. One of them said that the 2nd Engineer was always in the habit of striking him. He complained about this to the Master at 8 o'clock yesterday morning before the ship's arrival at Hongkong. Another said that he had been ill and asked the 2nd Engineer for medicine, but the latter said he had none. The Chief Engineer also refused to give him any.

Sentence of ten weeks' hard labour or until ship's return was passed.

MERCHANT SHIPPING ADVISORY COMMITTEE.

TO BE RECONSTITUTED.

The Merchant Shipping Advisory Committee having terminated its period of office under the minute of its appointment, there has been much speculation as to whether the Board of Trade intended to avail themselves of its services further. The various shipping interests will, therefore, learn with satisfaction from the following letter addressed to the secretary of the Imperial Merchant Service Guild, that the committee is to be reappointed at as early a date as possible:—

Marine Department,
Board of Trade,
London, June 22, 1909.

Sir,—I am directed by the Board of Trade to state that the period for which the Merchant Shipping Advisory Committee was appointed expired on the 31st ultimo, and the President proposes to reappoint the committee at as early a date as possible.

The Board highly appreciate the services rendered by Captain A. B. Toms, the member of the committee who was nominated by the Imperial Merchant Service Guild, and they will be glad if you will be so good as to take the necessary steps to nominate a representative to serve on the committee about to be appointed.

I am to add that the President does not intend to alter the constitution of the committee except as regards the number of members selected by the Department, which he proposes to increase from three to four members.—I am, Sir, your obedient servant.

(Signed) WALTER J. HOWELL.

The Secretary,
The Imperial Merchant Service Guild.

TWENTY-SIX deportees were landed in Hongkong from Singapore by the I. C.S., N. Co.'s s.s. *Kutsang*. This morning, Detective-Sergeant Geo. Wall had them sent away to seek fresh fields and pastures new.

THE BEER RUNNER'S CLAIM.

JUDGMENT IN HIS FAVOUR.

In the Supreme Court, this morning, his Honour the Puisne Judge (Mr. Justice Gompertz) gave his decision in the case in which A. Landau sued the Oriental Brewery Company, Limited, to recover the sum of $209.50—being as to $100 alleged to have been due as a month's wages, $100 for wrongful dismissal, and $9.50 for pocket expenses.

His Honour came to the conclusion that plaintiff's engagement was on trial. On the other hand he did not think there was any occasion for the plaintiff to furnish accounts for his travelling expenses. His Honour gave judgment for the plaintiff for the amount paid into Court—$33.33—and $9.50 pocket expenses, with costs.

Mr. E. J. Davidson, of Messrs. Hastings and Hastings (for the defendants) referred to the question of costs. He remarked that the plaintiff's case was a try-on.

His Honour did not think that it was.

Mr. Davidson did not think that plaintiff should get his costs. The plaintiff's case, he added, was not a genuine one and he did not deserve his costs. A judgment did not necessarily follow the costs.

His Honour said that the costs should follow the judgment.

AN IMPORTANT POINT TO SHIPMASTERS.

The following recently appeared in the *Journal of Commerce*:—

Allusion was made in our columns last week to a highly interesting and important case to shipmasters and shipowners which was to be fought out in the Admiralty Court. The action was one where Captain H. A. Motyer, of the s.s. *Allanton*, was being sued by the Franklin National Bank of Philadelphia for the sum of £3,137 15s. 4d. advanced by the plaintiffs for the purpose of meeting the necessary expenses and disbursements of the steamer, of which the defendant was master. It appears that the steamer was lying at the time at Port Pirie, and the master and his owner were without funds or credit and unable to pay the expenses and disbursements of the vessel. Consequently they were compelled to resort to a loan of bottomry on the ship and freight, and, acting on the instructions of his owner per cable, Captain Motyer appended his signature to the necessary document. It was presented to him by the agents of the bank at Port Pirie. But two or three days after this the owner became bankrupt, and the bank thereupon sued Captain Motyer personally for the sum named.

The Imperial Merchant Service Guild, of which the captain is a member, decided that they would fight the case in the interests of all shipmasters, and instructed their solicitors Messrs. Miller, Son, and Taylor, to act on their behalf. Mr J. R. Arkin, K.C., a distinguished London barrister, was retained as leader for the defence, and Mr. A. T. Miller as junior. The Guild scored a signal success in this case for the President of the Admiralty Court, Sir J. Bigham, gave a very emphatic judgment in favour of Captain Motyer, as a result of which a large sum in remuneration which he could not obtain was handed over to him, and the action of the bank was dismissed with costs against them. It is pointed out that had the decision gone the other way it would have completely shaken the confidence of shipmasters when remitting moneys home to their owners, and the issue of this present case is one well worthy of being very carefully noted by all seafarers.

THE MERCHANT SERVICE GUILD AND LIEUTENANT SHACKLETON, R.N.R.

The following letter of welcome home has been addressed by the Imperial Merchant Service Guild to the Antartic Explorer, Lieut. E. H. Shackleton, R.N.R., whose reply is also appended:—

The Imperial Merchant Service Guild,
16th June, 1909.

Lieut. E. H. Shackleton, R.N.R.

Sir,—On behalf of the Guild, and as representing the Captains and Officers of the British Merchant Service, I am directed to offer you a most sincere and cordial welcome home after the magnificent and unique feat of exploration you have performed in the Antartic whereby, through those qualities of courage, determination and resource which distinguish you and your comrades, you have reached the South Magnetic Pole, and penetrated into regions far beyond what man has ever reached before. The Guild are all the more proud of this by reason of the fact that you, yourself, may be classed as one of their colleagues. Being a member of the Merchant Service yourself you had your predecessors in the Merchant Service whose names will for ever figure in history as brilliant explorers who planted the British Flag in very many quarters of the globe hitherto unknown. Thanks to your intrepidity and daring you have maintained the record of the Merchant Service in this way—indeed, have added great additional lustre to it. We therefore esteemed it a privilege to associate ourselves with the most cordial reception which you are now receiving on returning to this country after such a memorable expedition.

I am, Sir,
Your obedient Servant,
(Signed) T. W. MOORE,
Secretary.

London, 22nd June, 1909.

T. W. Moore, Esq., Secretary,
Imperial Merchant Service Guild.

Sir,—I have much pleasure in acknowledging the receipt of your letter of the 16th June on behalf of the Imperial Merchant Service Guild as representing the Captains and Officers of the British Merchant Service, to which I had the honour of belonging. I beg to thank your Guild most cordially for their very kind letter of welcome, and, as mentioned, I take this as referring to my comrades as well as myself.

Again thanking you, I am, Sir,
Yours faithfully,
(Signed) E. H. SHACKLETON.

A WORDY WARFARE.

CHINESE WOMEN CAUSE LIVELY SCENE.

A somewhat unusual scene, for the wonted tranquillity of Hongkong's streets, especially at an hour when business men make their way to their respective offices, was witnessed shortly after nine o'clock this morning in the busiest part of the city. The lively proceedings—for lively they were—were tinged with humour, and were caused by two Chinese women, who, unfortunately for themselves, clashed in their opinion, which would have led to a serious state of affairs which would as likely as not have resulted in a free fight had it not been for the wide-awake wakefulness of the lynx-eyed *lukong*, who put an end to the trouble by clicking handcuffs on the disturbers of the peace. The zealous officer of the law then made a bee-line for headquarters with his early capture. One would have imagined that the fact of the prisoners being manacled would have damped their ardour, but this was not the case, as, firmly fettered arm to arm, seemingly martyrs of hard circumstances, the women vigorously sustained a heated discussion, which highly amused, to say the least, peaceful passers-by. The women's ages varied considerably, one being a young woman of about twenty-four and the other very much advanced in years, and both belonged to the labouring class. It was plainly noticed that each felt strongly inclined to gouge out the other's eye but the presence of the uniformed one effectually averted this disastrous action being put into operation. When our representative had passed on, the lively roadside discussion was still being continued and it was not until a good distance had been covered that the sound of the viragos' pungent epithets finally died away.

FLORA OF HONGKONG.

LAST YEAR'S ADDITIONS.

The following list of additions to the flora of Hongkong and the New Territories is appended to the report on the Botanical and Forestry Department for last year:—

Semibiera pinnatifida, D.C.—A cosmopolitan weed found in Hongkong and Kowloon, in waste places.

Clitoria Ternatea, Hemsl.—Growing abundantly near the rifle range, Kowloon City. Previously only known from the North River, Kwangtung, and Cochin China.

Quisqualis indica, Linn.—Collected behind the Buddhist Temple, Causeway Bay. Perhaps an escape from cultivation. Widely dispersed in tropical Asia.

Eugenia sp.—Found on the east side of the road leading up from Quarry Bay to the Sanatorium at Mt. Parker. A shrub about 12 feet high.

We dinia sp.?—Trailing over rocks and trees on the hill above Tytam Reservoir; also on Taimoshan.

Ardisia chinensis, Benth.—Re-discovered, on the western spur of Mt. Parker. Only known from Hongkong and Formosa.

Alniphyllum pterospermum, Matz.—Found on the south side of Lantao. Previously collected in various parts of China, and in Formosa.

Ehretia acuminata, R. Br.—Collected by Mr. Ford in 1893 on the west side of the stream leading from Wongneichung Gap to Deepwater Bay, but not previously determined. A common tree in China; also found in India, Malaya, and North Australia.

Veronica Tournefortii C. C. Gmel.—An European weed found in the Albany Nursery. Probably introduced with flower seeds from Europe.

Liuderia alnea, Bl.—A few trees growing near the top of the path leading from May Road to Barker Road. Common in China; also found in Japan, but not previously recorded from Hongkong.

Acalypha australis, Linn.—Found in the Albany Nursery. Frequently met with in China but not hitherto in Hongkong. Also known from Japan.

Burmannia Wallichii, Hook. f.—Found in Hongkong 50 years ago, but not again until this year.

Cynotis Kewensis, C. B. Clarke—Growing alongside the stream leading from Wongneichung Gap to Wongneichung Village. Previously collected at Travancore, and in China in Kwangtung and Fokien.

Pandanus foreops, Martelli.—Discovered on a hill north of Kowloon Tong. Only previously known from a few drupes from which the species was described.

Lemna polyrhiza, Linn.—Collected in swamps at So Kun Po. Found in the warm and temperate regions of the world, and in the Northern United States to Venezuela and Cuba. Recorded from Hongkong for the first time.

Cyathea spinulosa, Wall.—Several plants found by Mr. Dunn on the north side of Lantao in a ravine above Tung Chung. An interesting addition to the tree ferns of the Colony. Known from India and Japan, and recently collected by Staff-Surgeon C. G. Matthew, R.N., up the Lien Chau River, in Kwangtung.

CLAIM FOR MONEY LENT.

CHINESE WOMAN PLAINTIFF IN SUPREME COURT ACTION.

In the Supreme Court, this morning, Kan Tsoi Shi, a widow, residing at 6, Circular Pathway, brought an action against Woo King Hang, of 113, Hollywood Road, to recover the sums of $795.42, $570.77, and $641.27, money alleged to have been lent to the defendant by the plaintiff.

Mr. Eldon Potter, instructed by Mr. F. X. d'Almada e Castro (of Messrs. d'Almada and Smith) appeared for the plaintiff. Mr. C. W. Orr, instructed by Mr. P. W. Goldring (of Messrs. Goldring, Barlow and Morrell) represented the defendant.

The gist of the discussion was as to whether plaintiff was entitled to bring the action, the sum claimed exceeding $1,000.

All three actions were dismissed with costs, on the ground that there was only one cause of action and the amount of the claim exceeded $1,000. The Court held that the claim should not have been split.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

AERONAUTICS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Sir,—The writer of an article in a contemporary who seems to be well in touch with aeronautics makes a huge mistake in writing as follows: "the performances of the German airships throw these feats (Bleriot's and Latham's) completely in the dark."

To compare a "lighter than the air" with a "heavier than the air", is such a heresy, that one would be quite astounded to find it in a Hongkong paper.

Following the same way of arguing one could state that Comte de La Vaulx who flew over 1,600 kilometres (1103) in an old style balloon left Zeppelin's performances completely in the shade!—Yours faithfully,

LECTOR.

July 28th, 1909.

MARINE MISHAPS.

TWO STEAMERS ASHORE OFF THURSDAY ISLAND.

DUTCH LINER AND NEW CARGO BOAT.

A despatch from Thursday Island, dated June 21, has been received in Singapore to the effect that the steamer *Largo Law* reports having met the steamer *Van Spilbergen* ashore at Newton Island in the Howick Group; also the new steamer *Mellina* on a reef off Haggerstone Island. The *Van Spilbergen* left Thursday Island, and the *Mellina* passed on June 19. The steamer *Christian Bohrs* was standing by the *Van Spilbergen*. The *Largo Law* met the tug *Heroic* en route to Sydney, and endeavoured to communicate, but darkness having just set in all signals were in vain, but possibly the tug may have fallen in on June 16, with the *Mellina*. There was no definite information as to the extent of damage to either vessel, but it was thought that both would come off safely.

The *Van Spilbergen* left Batavia on May 28, for Melbourne; via Samarang, Sourabaya, Macassar, Dobo, Thursday Island, Townsville, Brisbane, and Sydney. She belongs to the Royal Dutch Packet Co., an important line with a fleet of 60 steamers. This vessel and the *La Maire* maintain a regular service between Java ports and Australia.

LIQUID FUEL.

Her gross tonnage is 3,026, and she is a steel screw steamer built on modern lines, with accommodation for a limited number of passengers. The feature of the vessel is her great carrying capacity. In addition to the space below deck for general cargo, she has permanent fittings for the carriage of live stock. The dimensions of the vessel are:—Length 326ft., beam 48ft., and depth 26ft. The engines are on the triple expansion principle, and the steamer is equal to a speed of 12½ knots. Liquid fuel is used, and it is stated that the installation for oil has been a great success, the consumption being 18 tons per day. The steamer receives her supply of oil from Borneo and is supplied with sufficient to take her to Melbourne and back to Java. On the last voyage to Brisbane from Java the *Van Spilbergen* crashed into the Adelaide Steamship Coy.'s wharf at Petrie's Bight, and both the wharf and the vessel were damaged. On the return voyage from Melbourne to Batavia the vessel grounded off Kangaroo Point, and the latter incident led the authorities to place a dredge off the point to remove a quantity of silt which had accumulated there. Newton Island, where the vessel is reported to be ashore, is in the Howick Group, situated between Cape Melville and Cape Flattery.

NEW CARGO STEAMER.

The *Mellina* is a new steamer, built by Messrs. Harland and Wolff, Ltd., for the Australasian United Steam Navigation Co., Ltd., and is on her maiden voyage to Brisbane. The steamer left Belfast on April 30, for Greenock, en route to Australia. The *Mellina*, which is 363ft. 6in. long, by 44ft. beam, and about 3,200 tons is a cargo steamer of the latest type, with bridge, forecastle, and poop, and specially designed for her trade, between Sydney, Brisbane, and Rockhampton. The vessel has cellular bottom, six watertight bulkheads, and four holds. Each hatchway has two derricks, carried on Sampson posts, and two on the masts, with four winches for working each hatch, and also two heavy derricks, the arrangements for working cargo thus being very complete. The hatchways, in addition, are free from obstructions. The vessel has been built under Lloyd's special survey, and has electric light throughout. The engines are of the quadruple expansion type. When the *Mildura*, which belonged to the same company, was wrecked on the Western Australian coast it was decided to build this new ship for the Sydney to Rockhampton trade. Since the order was placed the A. U. S. N. Co.'s cargo steamer *Mareeba*, also employed in the same trade, was wrecked near Newcastle. The *Mellina's* present position is 4½ miles south and 55 miles east of Clerk Island.—*Straits Times.*

A FOURTEEN-YEAR-OLD schoolboy was given twelve strokes of the birch for the theft of some articles of gold valued at $55.

CHUV Y, for illegal use of opium, has been sentenced in Manila to pay a fine of P300 and the costs of his trial. Wee Chum, on the same charge, has been sentenced to three months' imprisonment and to pay the costs of the case.

WE are requested by the Superioress of the Italian Convent to state that, in addition to the names already published of donors to the prize fund of the Convent school, she has to acknowledge the receipt of $25 very kindly donated by Mr Wm Dickson, manager of the Chartered Bank of India Australia an. China.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

CANTON GAMBLING FARMS.

REVENUE MUST BE MADE GOOD.

[*By courtesy of the "Sheung Po."*]

Peking, 27th July.

In his memorial to the Central Government, H.E. Chang Jen-chun, the retiring Viceroy of Canton, points out that it will be necessary to adopt measures to raise funds to replace the revenue lost by the abolition of the gambling farms in the Kwangtung Province.

CHINESE STUDENTS.

A NEW APPOINTMENT.

[*By courtesy of the "Sheung Po."*]

Peking, 27th July.

The Waiwupu and the Board of Education have submitted a joint memorial recommending that Chan Chi-chai might be appointed in charge of matters in connection with the despatch of students to America.

VICEROYALTY OF CHIHLI.

NA TUNG'S SUGGESTION.

[*By courtesy of the "Sheung Po."*]

Peking, 27th July.

H.E. Na Tung has memorialized that, in view of the importance of the post of Viceroy of Chihli, H.E. Tuan Fang be asked to take over his duties forthwith.

TUAN FANG.

HIS LARGE RETINUE.

[*By courtesy of the "Sheung Po."*]

Peking, 27th July.

Viceroy Tuan Fang proceeded to Peking with a large retinue which has given rise to much dissatisfaction among the people.

CONSTITUTIONAL GOVERNMENT.

COMMISSIONER'S RETURN.

[*By courtesy of the "Sheung Po."*]

Peking, 27th July.

Lei Ka-kui, the Special Commissioner who was sent abroad to study the question of Constitutional Government, has completed his mission and will return to China in the 7th moon.

RAILWAY LOANS.

PRESIDENT TAFT'S TELEGRAM.

[*By courtesy of the "Sheung Po."*]

Peking, 27th July.

President Taft has wired to the Prince Regent direct urging the claims of the United States to become a participating party in the railway loan.

Both Russia and Japan have also preferred requests to the like effect.

TYPHOON WARNING.

The telegram quoted below was received at the American Consulate-General from the Manila Observatory:

28th July, noon.

28th July, 11.30 a.m. Cyclone or typhoon W. of Northern Luzon more than 100 miles distant moving S.W.

AFTERMATH OF A PIRACY.

EIGHT MEN ARRESTED.

It may be remembered that some time ago, a daring piracy was perpetrated at Chung Chau, particulars of which we published at the time. As a result of the outrage, eight men have now been arrested who are alleged to have been concerned in the piratical attack—five in the Central District and three at West Point. It appears that a few days ago, a junk, the *San Fuk Hop*, left Hongkong for Sui Tung. When off West Point, the peaceful junk-people were held up by a number of pirates, who, after maltreating the crew, stole about $1,500 worth of goods and shortly afterwards decamped with their booty. The junk, along with crew, has since been missing. It is hoped that the arrest of the alleged pirates will lead to the whereabouts of the junk and her owners, who have probably been kidnapped.

FORESTRY IN HONGKONG.

THE SERVICE DESCRIBED

In his annual report for 1908, Mr. S. T. Dunn, superintendent, Botanical and Forestry Department, thus writes on the forestry service in Hongkong:—

DEMARCATION

Owing to the number of Farm Lots and other alienated ground intermixed with Crown Land in the Pokfulam (7) Block it was found necessary during the year to prepare a series of maps and photographs of the various areas, the rights of the Government with regard to each being carefully ascertained. Both here and in other parts of the Colony where they had been made, the Forestry Service Paths (see below) have proved of the greatest value in demarcating forestry boundaries. Numbers and letters have been plainly painted at their proper places along these paths so that the Forest Guards in their patrols can make no mistake about the localities upon which their reports are made. All the main roads regularly traversed by the Forest Guards have already been marked with figures at the points where they cross compartment boundaries.

The last three compartments of the Harbour Belt were demarcated during the year by a top and bottom line and a Forestry Service Path was made through them and marked throughout with the numbers of the planting sections. Some progress was also made with the determination of unmarked boundaries in and near the town of Victoria.

FORMATION OF PINE PLANTATIONS

The planting of Tytam and Pokfulam reservoir catchments with pine was continued, replanting of areas felled during the year was carried out on Mount Kellet and near Aberdeen, while another 400 acres of the Harbour Belt was sown (in sites) between Customs Pass and Lyemun. An area of about 300 acres in the lower valley of the Shingmun stream was sown broadcast with pine seeds in anticipation of future planting. In all 621,554 pits were planted or sown, while 50 pounds of pine seeds were sown broadcast, at a total cost of $1,478.

CARE OF TREES IN PLANTATIONS.

Thinning was carried out on the Island in 3b (Tsat Tze Mui) and in all the compartments of Stanley (5). Considerable thinning was also done on the Tai Po Road (9a and 10). The Revenue from these sources amounted to $565

In many parts of the Island the pine trees have become incumbered with abundant undergrowth. This was at first given away to the older-established and more respectable families of the neighbouring villages, who cut it under the superintendence of foresters. The competition for this privilege was found to be great, and the villagers proved to be willing to do additional work for the Department in return for the fuel removed. A regular system of payment for forestry work in brushwood has now been established but as it only came into full operation after the end of the year an account of it will be left for my next report. The cleaning of the plantations was carried out principally in 6a (Aberdeen) and 3b (Tsat Tze Mui).

PROTECTION FROM FIRE.

The fire barriers comprising some 4 miles in all were cleaned in the Autumn at a cost of $453. New barriers were made to protect the newly formed plantations in Tytam Block and the Harbour Belt. Some small fires occurred.

FOREST GUARD SERVICE.

The Forest Guard Service has been maintained in an efficient condition during the year. An improvement has been made by the cutting of the Forestry Service Paths (see below) through places where stealing had been prevalent. It is understood also that the supply of brushwood obtained by the villagers has been the cause of reducing thefts of pinewood in the neighbourhood of the villages concerned.

A pamphlet, drawn up and printed in English and Chinese during the year with a view to circulation to the Chinese Schools throughout the Colony and containing elementary information upon the sowing and raising of trees and upon the advantages which follow afforestation, should in time have the effect of creating an intelligent appreciation of and respect for the plantations.

The additional rate imposed upon the village of Tai Han under Ordinance 14 of 1888, which was to be discontinued owing to cessation of stealing in January, had to remain in force during the year owing to a report of further damage to the Crown plantations round the village in March.

A case of some importance to the Department was decided in November in which the lessees of two Farm Lots at Wongneichung were required to pay a hundred dollars on account of unauthorized removal of trees blown down by the typhoon and of others from their lots. In the leases of these (like the great majority of Farm Lots) all trees are reserved to the Crown.

One fuel stealer was banished during the year in consequence of a second conviction for unlawful removal of trees from a Government plantation.

Efforts were made during the year to make it easier for the protective service to deal with the occupants of matsheds situated in or near Government plantations. Such people have always proved a thorn in the side of the service because, being on the spot night and day, they can, if so inclined, steal pine fuel with comparative safety. A form of agreement has now been drawn up by which the owners of matsheds give surety in a sufficient sum for the safe keeping of trees within 500 yards of their matsheds from damage by their people. This should have a good effect.

A considerable number of cases has recently been brought before the Magistrates in which Chinese have been arrested for removing large quantities of flowering shrubs, ferns and other plants from Crown Land round the town and at the Peak. As it became evident that some of our beautiful wild flowers were likely to become exterminated if this were allowed to continue the procedure was adopted, which has been used and found effective in country districts in England, that is to say a notification was published pointing out what plants might not be taken from public land. The same notification has been used with success to check damage to the newly planted pine seedlings near the villages in New Kowloon.

REVENUE FELLING.

The timber sold during the year was small in quantity and consisted chiefly of small patches of trees whose removal was necessary for public or other works. A revenue of $1,367 was obtained by the sale of 1 695 mature trees and $1,647 from thinnings.

PLANTING AND CARE OF ROAD-SIDE TREES.

The planting programme was continued in the new roads at Kowloon. The planting of bamboos on the more exposed roads at the Peak was confined this year to Mt. Kellet where about 2,300 clumps were added. Further planting was carried out in May and Conduit Roads and some vacancies were replanted in Des Vœux Road West. The chief trees used were "Flame of the Forest" (*Poinciana*), "Candle Nut" (*Aleurites triloba*) and *Celtis*. The fine avenue of banians in Nathan Road, Kowloon, has at last been broken into by the removal of 19 trees in front of the new buildings at the junction of Elgin Road.

127 *Poinciana* (Flame of the Forest) 90 *Alturites* (Candle Nut) and 12 banians were used in the formation or repair of avenues, 88 trees of various kinds were planted on the banks of May Road, while 2,315 clumps of bamboos were planted along Black's Link and Mt. Kellet Road. $505 were spent on new plantings, $915 upon repairs—mostly of damage done by the typhoon.

NURSERIES, AGRICULTURE AND ECONOMIC PLANTING.

In June, 1904, 2,000 bulbils of Sisal Hemp were planted in exposed barren situations in the Government nursery at Kang Hau corresponding as far as could be judged to the best sisal lands in Yucatan. In the Autumn of 1905, the plants were about 12 inches high, 1906, 19 inches, 1907, 21 inches It will be seen that the growth though rapid at first has fallen off The usual method of cultivation is by suckers 18 to 20 inches high taken from mature plants. Leaves from these usually reach a marketable size in 5 years I have no statistics of the usual rate of growth from bulbils, but as they are now of the height at which suckers are planted, I presume that we must be satisfied if the marketable size is reached in about 5 years more. The plants are in a healthy state and I see no reason to doubt the success of the experiment.

Among the most valuable products of China which have so far remained a monopoly of the Chinese Empire is the beautiful and valuable wood known as Nanmu (Chinese Coffin-tree) Many efforts have been made to obtain a supply of living plants for other countries interested in Forestry and with suitable climates but so far, to the best of my knowledge, without success. There is an old tree in the Hongkong Botanic Gardens which was sent by Mr. Watters, then British Consul at Ichang, some 30 or 40 years ago. A few score of layers were taken from it while young and planted on Mt. Gough in 1882. It is impossible to find these trees again with the scanty information preserved and if still surviving they probably resemble the tree in the Gardens in not ripening fruit and in being too old to provide layers. During the last 2 years a considerable amount of correspondence has been carried out with Consuls and others in Szechuen and Yunnan, the provinces in which the tree occurs, with the object of getting seeds. Through the kindness and perseverance of Mr. Fox (until recently British Consul at Cheng-tu) and of Mr. Tyman, and after some failures, two consignments of seeds have during the year been received by this Department. The length of time occupied in the journey from Cheng-tu is evidently, from the condition of the seeds, nearly the limit for its safe transport and they were immediately sown on arrival. Two crops have thus been raised and it is hoped to transmit living plants in due course to various other Colonies which require them.

FORESTRY SERVICE PATHS.

Now that so much of the pine forest has grown up in the Island of Hongkong and such large extensions of planting have been authorized and partly carried out in the New Territories, it has become imperative to secure a better and easier means of reaching those plantations which do not lie along the roads. A series of Forestry Service Paths has therefore been planned and partly constructed. These paths follow the contours and vary in height above sea level from 500 to 800 feet according to the position of the densest part of the plantations. The convenience that they have already provided amply justifies the small outlay upon them (2 to 3 cents per yard). They enable the Forest Guards to penetrate with ease into certain areas which have hitherto been difficult of access. In the plantations which are now in process of formation the paths have formed a convenient base for measurement and for making up the numbers of the planting sections, etc., in positions where they can readily be found by the foresters in charge of the work The positions and the approximate length of the paths already constructed are given below. Paths are under construction from Peak Road to Hatton Road; from Wanchai Road to Wongneichung Gap (N. side) and from Wanchai Road to Wongneichung-Aberdeen Road (S. side).

CLEARING UNDERGROWTH ROUND HOUSES.

It was decided in the Autumn that this Department should undertake the keeping down of the growth of brushwood in the upper part of the town and in the plantations immediately surrounding it. Considerable progress has already been made with this work and from the experience thus gained it is anticipated that the whole can be completed at least once a year without extra expense to the Government. It has always been easy to get coolies to cut thick undergrowth near the town without payment on the understanding that they keep what they cut as fuel. If the same ground is cleared every year the fuel obtained from it is not sufficient payment for the work involved, it is necessary, therefore, to arrange that the coolies shall be allowed to cut a certain area every year where the brushwood is of several years' growth and as it is beneficial to have the pine and other woods cleared of undergrowth every 5 or 6 years the Government secures in this way a double advantage.

FORESTRY LICENCES.

A re-arrangement of the forestry licensing system was made during the year by which this issue of the licences and all matters not of a technical forestry nature are managed for the Northern District by the District Officer at Tai Po, and for the Southern District by the Assistant Land Officer in Hongkong. This change will cause a considerable saving of time and expense to the Government as well as to the licensees. A table of the area and licence fees is appended. In consequence of the date of issue being changed from January to July one and a half years' fees have been collected during the year. The two issues are detailed below. The first shows an increase in the licensed area of 540 acres, the second of a further 413 acres. All the cases of non-renewal are due to negligence on the part of the licensees and will probably be adjusted as usual during 1909.

FORESTRY LICENCES.

January to June 1908.

Private Forestry Licences..	41	7,616.90 acres	$ 380.84	
Village " "	1,393	37,604.67 "	1,880.27	
Private " "	1	126.40 "		unrenewed.
Village " "	45	5,306.00 "	"	
		540.00 "		newly licensed.

July 1908 to June 1909.

Private Forestry Licences,	37	6,138.10 acres	$ 613.81	
Village " "	873	36,634.00 "	3,666.54	
Private " "	10	2,366.40 "		unrenewed.
Village " "	69	7,129.70 "	"	
		413.70 "		newly licensed.

YUNNAN.

THE LINK BETWEEN INDIA AND CHINA.

Major Davies has long been recognised as the leading authority on this little known province of China and the appearance of his book some nine years after the latest of his journeys along with the excellent War Office maps, to which he largely contributed, gives to the public a far fuller description of this country than the work of previous writers.

Many years have passed since Hosie wrote his pioneer work on Western China, and it was the good fortune of Major Davies to be one of a large party whose special object it was to report upon the best line for a railway to connect Yunnan, and ultimately Szechuan, with India. To this work, however, he added a considerable excursion into that wild and dangerous country which belongs rather to Southern Thibet than to Western China. Thus his book is a record of first rate importance in the exploration of Western China, besides the record of the making of the first thoroughly up-to-date and modern map of that country, and as such it is a solid achievement of very considerable value.

The most interesting feature of the book, however, is perhaps the trace for the proposed railway, and the facts and statistics brought forward to indicate the most suitable line—geographically, commercially and politically.

A proposal to build a line which is ultimately to penetrate from Rangoon into the heart of Szechuan must be of interest in Singapore not only as a project beside which the peninsula railway pales somewhat in magnitude, but as one which will also bring the markets of China ever closer to our doors.

Former proposals to build a line from Burma into Yunnan have been along the Bhamo-Tengyueh line, and that despite the pessimistic report of Baber. The drawback to this line, however, is the impracticable nature of the country between Tengyueh and Talifu which renders any continuation almost impossible. The conclusion of Major Davies is that the best line is via Lashio, Kunlong ferry and Yun Chou Fu. To explain this more clearly, the approach instead of being from the west should be, he asserts, from the south-west, should start from the Shan States and strike straight into the heart of Yunnan, and then turn to the right along the fu-Talifu line to meet the French line at the provincial capital, Yunnan-fu.

To touch shortly on the objects of this line commercially and politically, we shall open up connections for a trade via Burma which will otherwise be lost to us via Indo-China; we shall connect up India and China by a line which is apparently more suitable and more practicable than any other, so that the results will be of a permanent and not merely of a temporary nature, and we shall bring an enormous area within reach of civilisation.

Now that the new railway line—Szechuan-Hankow—has been decided on, there remains the connection between Szechuan and Burma, which should be decided upon, if only for the reason that we would wish to divert towards India the trade of Western Yunnan. The estimated expense of a line from Kunlong to Yunchou-fu (145 miles), which occupies a very central and convenient position, is from 1½ to 2 million pounds sterling. It is proposed that the Government of Burma should complete the line—a short one—from Lashio to Kun-long while the Yunnan railway would carry out the first portion of the line to Yunchou-fu. It is not necessary perhaps to insist on the civilising effect of a line such as this upon the savage peoples who will be brought into contract with civilisation. Certainly one result will be to bring the Malay Peninsula by another route into closer contact with a temperate and splendidly healthy climate, and magnificent scenery.—*Straits Times.*

VOLUNTEER CORPS ORDERS.

SIGNALLING CLASS

At Headquarters at 5.30 p.m. on Wednesday, the 4th August.

At Quarry Bay at 5.15 p.m. on Thursday, the 5th August.

Six weeks' hard labour were awarded a coolie at the Magistracy to-day for entering a District Watchman's quarters in Square Street in the early hours of this morning and stealing a box of clothing.

To-day's Advertisements.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"GOEBEN,"

Captain B. Wilhelmi, will leave for the above places TO-MORROW, the 29th inst., at 8 A.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 28th July, 1909. [5

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"TONKIN,"

Captain Charbonnel, will be despatched for the above Ports on the 2nd August, at about 6 P.M.

For Freight or Passage, apply to

P. DE CHAMPMORIN,
Agent.

Hongkong, 28th July, 1909. [9

MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "LENNOX," FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd prox. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th August, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd prox., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,
Agents.

Hongkong, 28th July, 1909. [555

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SUMATRA,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 4th August, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 28th July, 1909. [4

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GOEBEN,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th of August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th of August, at 9.30 A.M.

All Claims must reach us before the 8th of August, 1909, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
General Agents.

Hongkong, 28th July, 1909. [5

NEW AMERICAN MINISTER TO CHINA.

STRONG POLICY PREDICTED.

New York, July 23.

The appointment of Mr Charles S. Crane of Chicago as American Minister to China has been the occasion of a deluge of favourable comment in the press of all sections of the country. These comments almost unanimously make reference to the position of American Minister at Peking as one of the most important in the diplomatic service, and as the beginning of a new progressive policy. The commercial interests are especially pleased, and are planning a series of farewell dinners and receptions to Mr. Crane, in which it is expected that many of the leading men of the nation will participate. At his recent meeting with the bankers in New York, Mr. Crane discussed the question of loans to China, and predicted a rapid expansion of American interests. He further stated that he regarded the financial condition of China as stable, and that China would unquestionably meet all her obligations. Mr. Crane said: "China will respond to friendly advances if fairly treated, and it should be the first duty of America to help China to become a strong nation."—*Shanghai Times.*

Intimations.

THE DAIRY FARM Co., LIMITED.

Choice Australian RABBITS 75 cents each HARES $1.50 each.

Hongkong, 17th July, 1909. [380

PILSENER "ASAHI" AND "SAPPORO" BEER.

LIGHT AND REFRESHING SUMMER BEVERAGE.

OBTAINABLE AT—

Messrs. CALDBECK MacGREGOR & Co.

" H. PRICE & Co.

" A. S. WATSON & Co., LTD.

" VICTORIA DISPENSARY.

" WATKINS, LTD.

" FRENCH STORE.

" KOWLOON DISPENSARY

AND

EVERYWHERE.

SOLE AGENTS:

THE MITSUI BUSSAN KAISHA.

[471

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP .....$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.,
Undertaken and Executed.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 19th March, 1908. [88

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.		
7.30 a.m. to	10.00 a.m.	...Every 10 minutes
10.00 a.m. to	11.00 a.m.	...Every 15 minutes.
11.30 a.m. to	12.45 p.m.	...Every 15 minutes.
12.45 p.m. to	1.15 p.m.	...Every 10 minutes.
1.15 p.m. to	1.45 p.m.	...Every 15 minutes
1.45 p.m. to	2.15 p.m.	...Every 10 minutes.
2.15 p.m. to	3.00 p.m.	...Every 15 minutes.
3.30 p.m. to	5.00 p.m.	...Every 15 minutes.
5.00 p.m. to	8.00 p.m.	...Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to	9.00 a.m.	...Every 15 minutes.
9.00 a.m. to	9.30 a.m.	...Every 30 minutes.
9.30 a.m. to	10.30 a.m.	...Every 15 minutes.
10.30 a.m. to	11.00 a.m.	...Every 10 minutes.
11.45 a.m. to	12.00 noon	...Every 15 minutes
12.00 Noon to	1.00 p.m.	...Every 10 minutes
1.00 p.m. to	5.00 p.m.	...Every 15 minutes.
5.00 p.m. to	6.00 p.m.	...Every 10 minutes.
6.00 p.m. to	7.00 p.m.	...Every 15 minutes
7.00 p.m. to	8.00 p.m.	...Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 2.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 1st April, 1909. [88

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
Royal Mail Steamship Line.
"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of
22 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER.
SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.
(Subject to alteration).
Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF JAPAN" SATURDAY, AUG. 14TH.	"EMPRESS OF BRITAIN" FRIDAY, SEPT. 10TH.
"EMPRESS OF CHINA" SATURDAY, SEPT. 4TH.	"ALLAN LINE" FRIDAY, OCT. 1ST.
"MONTEAGLE" SATURDAY, SEPT. 18TH.	
"EMPRESS OF INDIA" SATURDAY, SEPT. 25TH.	"EMPRESS OF IRELAND" FRIDAY, OCT. 22ND.

"Empress" Steamers will depart from Hongkong at 6 p.m.
"Monteagle" " " " 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) £71 10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest *en route*.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port ..... £43.
Via New York ..... £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. CRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

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INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI, YOKOHAMA, KOBE & MOJI	*KUTSANG*†	FRIDAY, 30th July, Noon.
MANILA	*VUENSANG**	FRIDAY, 30th July, 4 P.M.
S'GAPORE, PENANG & CALCUTTA	*NAMSANG**	SATURDAY, 31st July, Noon.
SHANGHAI	*FOOSHING*†	SATURDAY, 31st July, 4 P.M.
CHINWANTAO VIA WEIHAIWEI & CHEFOO	*SUISANG**	TUESDAY, 3rd Aug., Noon.
SHANGHAI	*LOKSANG*†	TUESDAY, 3rd Aug., 4 P.M.
TIENTSIN VIA SWATOW, WEIHAIWEI & CHEFOO	*CHIPSHING**	WED'DAY, 4th Aug., 4 P.M.
SHANGHAI	*YATSHING*	WED'DAY, 4th Aug., 4 P.M.
MANILA	*LOONGSANG**	FRIDAY, 6th Aug., 4 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kutsang*, *Namsang* and *Fooksang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin & Newchwang.

‡ Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to **JARDINE MATHESON & CO., LD.,**
General Managers.

Telephone No. 61.
Hongkong, 27th July, 1909. [6

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail		
SHANGHAI	"ANHUI"	29th	July,	4 P.M.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	30th	"	"
CEBU & ILOILO	"KAIFONG"	31st	"	"
SHANGHAI	"LINAN"	1st	Aug.,	Daylight.
MANILA	"TEAN"	3rd	"	3 P.M.
SHANGHAI	"CHINHUA"	5th	"	4 P.M.
SHANGHAI	"CHENAN"	8th	"	Daylight.
MANILA	"TAMING"	10th	"	3 P.M.
MANILA, ZAMBOANGA and USUAL AUSTRALIAN PORTS	"CHANGSHA"	19th	"	4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.
DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

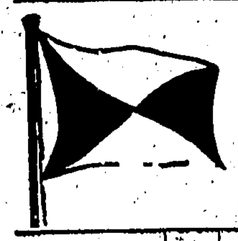
FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui, Chenan, Linan, Chinhua,*) —with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transhipment at Woosung.

Fares including wines:—$45 single, $80 return.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE,**
AGENTS.

Telephone No. 56.
Hongkong, 28th July, 1909. [8



HONGKONG—MANILA.
CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA.	SATURDAY, 31st July, at Noon
RUBI	2540	R. W. Almond	"	SATURDAY, 7th Aug., at Noon.

For Freight or Passage, apply to **SHEWAN TOMES & CO.**
GENERAL MANAGERS.

Hongkong, 26th July, 1909. [7

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. AMERICA MARU .....5,000 tons gross.....Sail 30th Aug., 1909, at Noon.
S.S. HONGKONG MARU .....6,000 " ..... " 26th Oct., 1909, at Noon.
S.S. MANSHU MARU .....5,000 " ..... " 10th Dec., 1909, at Noon.

For particulars, apply to
K. MATSDA,
Manager.
TOYO KISEN KAISHA, York Building.

Hongkong, 28th June, 1909. [257

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

TRANS-PACIFIC SERVICE,

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,
(The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU AND YOKOHAMA	"FITZPATRICK" Capt. E. R. Hutchinson	4,416	SATURDAY, 31st July, at Daylight.
Do.	"SEATTLE MARU" Capt.	6,178	SATURDAY, 28th Aug.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE,

Taking Cargo on through Bills of Lading to all Yangtsze River and North China Ports, by the steamers to Shanghai.

For	Steamers	Leaves
SWATOW, AMOY & TAMSUI	"DAIGI MARU" Captain H. Muruyama	SUNDAY, 1st Aug., at 10 A.M.
ANPING Via SWATOW and AMOY	"SOSHU MARU" Captain T. Sugi	WEDNESDAY, 4th Aug., at 10 A.M.

A special reduction of 20% on 1st and 2nd Class Fare to Foochow will be made during the months of August and September.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 27th July, 1909. [499

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Destinations.	Steamers.		Sailing Dates. 1909
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	SANUKI MARU, Capt. K. Homma,	Tons 6500	WEDNESDAY, 4th Aug., at Daylight.
	AWA MARU, Capt. A. Keith,	Tons 6500	WEDNESDAY, 18th Aug., at Daylight.
VICTORIA, B.C., & SEATTLE, Via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU AND YOKOHAMA	§ KAGA MARU, Capt. M. Hagino,	Tons 6500	TUESDAY, 17th Aug., at 4 p.m.
	§ SHINANO MARU, Capt. K. Kawara,	Tons 6500	TUESDAY, 14th Sept., at 4 P.M.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	YAWATA MARU Capt. T. Sekibe,	Tons 5000	FRIDAY, 6th Aug., at Noon.
	NIKKO MARU, Capt. M. Yagi,	Tons 6000	FRIDAY, 3rd Sept., at Noon.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU, Capt. M. Yagi,	Tons 6000	WEDNESDAY, 4th Aug., at Noon.
NAGASAKI, MOJI, KOBE and YOKOHAMA	ATSUTA MARU, Capt. Wm. Thompsen,	Tons 9000	FRIDAY, 30th July, at Daylight.
KOBE AND YOKOHAMA	HITACHI MARU, Capt. Wm. Wade,	Tons 7000	FRIDAY, 6th Aug., at 5 P.M.
BOMBAY, VIA SINGAPORE AND COLOMBO	‡ TOTOMI MARU, Capt. R. Smith,	Tons 4000	MONDAY, 8th Aug.

‡ Cargo only.
§ Fitted with new System of wireless telegraphy.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Kamo Maru .....(Capt. F. L. SOMMER).....About Friday, 30th July.
Mishima Maru .....(Capt. A. E. MOSES).....About Wednesday, 25th August.
Atsuta Maru .....(Capt. W. THOMPSEN).....About Wednesday, 22nd September.
Miyasaki Maru.....(Capt. W. BAINBRIDGE) ...About Wednesday, 20th October.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

CHEAPEST ROUND TRIPS
BETWEEN
HONGKONG and JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 31ST AUGUST, 1909.

Special Excursion Tickets (1st & 2nd class) available for 4 months.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st Class	$120	$110	$100	$90
2nd "	$80	$70	$60	$50

Option of call between calling ports in Japan.

For further particulars, apply to

T. KUSUMOTO,
Manager. [458-459

Shipping—Steamers

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM
FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship
"DELHI,"
Captain G. W. Gordon, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 7th August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mantua*, 11,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Oceana*, due in London on 19th September, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 26th July, 1909. [4

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG
FOR
VANCOUVER, B.C., TACOMA & SEATTLE
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain.	Sailing Date
Kumeric	6,232	J. Mathee	28th July 1909
Aymeric	4,363	J. Boyd	26th Aug.
Suveric	6,232	S. Shotton	23rd Sept.

*These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

S.S. *Kumeric* calls at Keelung, Shanghai, Moji, Kobe and Yokohama.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.
Hongkong, 22nd July, 1909. [10

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
(With liberty to call at the Malabar Coast).

THE Steamship
"WELSH PRINCE"
will be despatched for the above Ports on SATURDAY, the 14th August, 1909.

For Freight and Passage, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 23rd July, 1909. [512

STEAM TO CANTON

THE New Twin Screw Steel Steamers
"KWONG TUNG" ...Capt. H. W. WALKER
"KWONG SAI" .....Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officered by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....$4.
Meals..... $1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,
and
SHIU ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 26th April, 1909. [16

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:
S.S.

For Freight and further Information, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 20th July, 1909. [48

Shipping—Steamers.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

FOR EUROPE.

THE Steamship
"KLEIST,"
Captain O. Pahnke, will leave TO-MORROW, the 29th instant, at Daylight.

NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
General Agents.

Hongkong, 28th July, 1909. [5

CHARGEURS REUNIS.
(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE
TO
SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship
"AMIRAL DUPERRE,"
expected to arrive on or about the 19th August.

For further particulars apply to
MESSAGERIES MARITIMES,
Agents at Hongkong.

Hongkong, 27th July, 1909 [58

"INDRA" LINE, LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"INDRAWADI,"
Captain W. Gray Williams, will be despatched as above about 21st August.

For Freight, apply to
JARDINE, MATHESON & CO., LD.,
Agents.

Hongkong, 21st July, 1909 [537

Intimations.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
利光隆公司

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE at
No. 39, DES VŒUX ROAD CENTRAL,
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—
"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexe to our Dispensary and gave us every satisfaction."
(Sd.) A. S. WATSON & Co.
25th May, 1891.

ORDERS punctually attended to, and CHARGES most moderate.
AN INSPECTION INVITED.
Hongkong, 6th August, 1908. [44

O. C. MOOSA,
1 & 8, D'AGUILAR STREET.

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS, FEATHERS, &c., &c.

LACE SCARFS, MOTOR VEILS
IN
VARIOUS COLORS.

MOUSQUETEIRE GLOVES
IN
WHITE, BLACK & COLORS.

WOOLEN DELAINES, NUNSVEILINGS, VOILES, &c., &c.

LADIES' and CHILDREN'S UNDERCLOTHINGS.

Samples on application. Coast Port orders carefully executed.

Hongkong, 26th September, 1908. [27

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1909. [49

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	1/8 13/16
Do. demand	1/8⅞
Do. 4 months' sight	1/9
France—Bank T.T.	2.18½
America—Bank T.T.	42½
Germany—Bank T.T.	1.77½
India T.T.	130½
Do. demand	131
Shanghai—Bank T.T.	74½
Singapore—Bank T.T. per H.K. $100	74½
Japan—Bank T.T.	84½
Java—Bank T.T.	194½

Buying.

4 months' sight L/C.	1/9½
6 months' sight L/C.	1/9½
30 days' sight San Francisco & New York	43½
4 months' sight do.	44½
30 days sight Sydney & Melbourne	1.9⅝
4 months' sight France	2.22½
6 months' sight ,,	2.24½
4 months' sight Germany	1.81½
Bar Silver	33 7 16
Bank of England rate	2½ %
Sovereign	11.47

SHIPPING AND MAILS

MAILS DUE.

Indian (*Kumsang*) 29th inst.
Canadian (*Empress of Japan*) 5th prox.
American (*Asia*) 8th prox.

The Danish s.s. *Indien* left Singapore on 26th inst., and may be expected here on 2nd prox.

The N. Y. K. s.s. *Sanuki Maru*, European Line, left Moji for this port *via* Shanghai on 26th inst., and is expected here on 2nd prox.

The N. Y. K. s.s. *Kamo Maru*, European Line, left Shanghai for this port on 26th inst., and is expected here on 29th inst., at daylight.

The N. Y. K. s.s. *Yawata Maru* Australian Line, left Kobe for this port *via* Moji and Nagasaki on 27th inst., and is expected here on 31st prox.

The P. M. S. S. Co.'s s.s. *Asia* is expected to sail from Yokohama on 29th inst., for this port *via* Kobe, Nagasaki, and Shanghai, and will be due here on 8th prox.

The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Yokohama at 7 p.m. on 27th inst., and left again at 3 p.m., Wednesday, for Kobe where she is due to arrive at 3 p.m., on 29th inst.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 27th at 6.0 p.—Black Drum hoisted.

On the 28th at 5.45 a.—Black South Cone and Black Drum hoisted.

On the 18th at 12.15 p.—The barometer has risen moderately over the N. part of the Sea of Japan, and fallen moderately over Tongking, S. China, the Loochoos and Luzon.

The typhoon is situated to the S.E. of Hongkong in about 19° Lat. It is apparently moving rather slowly towards W. or W.N.W.

The high pressure has receded to the Eastward of Japan.

Strong N.E. winds may be expected in the Formosa Channel, and rough weather over the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.01 inches.

FORECAST.

1.—Hongkong and Neighbourhood, N.E. winds, freshening; unsettled, squally.

2.—Formosa Channel, N.E. winds, strong.

3.—South coast of China between Hongkong and Lamocks, N.E. and E. winds, fresh to strong.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

ARRIVALS.

Minnesota, Am. s.s., 13,323, H. Ravens, 27th July,—Seattle via Ports 23rd June, and Manila 25th July, Gen.—N. Y. K.

Ningpo, Br. s.s., 1,228, Richards, 27th July,—Canton 27th July, Gen.—B. & S.

Trigonia, Dut. s.s., 2,468, Halscher, 27th July,—Canton 27th July, Ballast.—A. P. & Co.

Kaifong, Br. s.s., 987, C. Lindberg, 28th July,—Cebu, P.I. and Iloilo 23rd July, Sugar and Copra.—B. & S.

Benledi, Br. s.s., 2,506, A. Webster, 28th July,—Vladivostock 20th July, Beans.—G., L. & Co.

Feicbing, Chi. s.s., 984, G. W. F. Newbery, 28th July,—Canton 27th July, Gen.—C. M. S. N. Co.

Anhui, Br. s.s., 1,350, Harris, 28th July,—Canton 27th July, Gen.—B. & S.

Kjeld, Nor. s.s., 910, T. Hellelr, 28th July,—Canton 27th July, Gen.—Aagaard, Thoresen & Co.

Kleist, Ger. s.s., 8,956, O. Pahnke, 28th July,—Yokohama 17th July, Mails and Gen.—M. & Co.

Sumatra, Br. s.s., 2,976, C. J. Benton, R.N.R., 28th July,—London 19th June, and Singapore 23rd July, Gen.—P. & O. S. N. Co.

Goeben, Ger. s.s., 5,150, B. Wilhelmi, 28th July,—Hamburg 17th June, and Singapore 24th July, Mails and Gen.—M. & Co.

Tjimahi, Dut. s.s., 2,500, J. N. Boumann, 28th July,—Miike 20th July, Coal.—J. C. J. L.

Linan, Br. s.s., 1,352, C. C. Williams, 28th July,—Shanghai 25th July, Gen.—B. & S.

Clearances at the Harbour Office.

Pongtong, for Bangkok.
Kumeric, for Keelung.
Haimun, for Swatow.
Benledi, for Sabang.

Departures.

July 28.

Haimun, for Swatow.
Dortmund, for Shanghai.
Yingchow, for Swatow.
Glenavon, for Shanghai.
Frithjof, for Haiphong.
Pongtong, for Bangkok.
Kumeric, for Seattle.
Mausang, for Sandakan.
Indrapura, for Shanghai.

Passengers arrived.

Per *Minnesota*, from Seattle, &c.—Mr. and Mrs. J. W. Dorris, Misses Ruth Dorris, Rema Dorris, B. Kilgour, Mrs. M. J. Powles, Mr. A. M. Stevenson, Dr. S. D. Hopkins, Miss D. Annan, Capt. J. D. Leitch, Messrs. J. B. Hodges, J. Heitman, Mrs. R. M. Loper, Mrs. H. Pendleton and child, Messrs. H. F. Sleeper, J. A. Ammerman, Mr. M. Gonyales, Lieut. S. C. Musgraves, Mr. W. L. Blackett, Miss Hazel Heath, Messrs. S. and E. Felices, Miss W. Johnson, Col. W. R. Abercombie, Messrs. G. S. Lang, F. W. Prising, Mrs. H. P. Witmarsh, Miss M. Atwood, Mr. C. F. McWilliams, Mrs. M. Atwood, Mrs. L. Achad and children, Miss J. G. Hop, Misses H. M. Cauley, D. Annan, E. S. Yule, C. H. Obey, O. Powles, Mr. and Mrs. W. Wallace, Miss E. Wallace, Mrs. J. D. Leitch and children, Mrs. J. B. Hedges and child, Messrs. R. M. Loper, J. W. Quilles, Mrs. H. M. J. Sance, Capt. E. L. Baker, Mrs. J. A. Ammerman, Mr. H. Marguey, Mrs. S. C. Musgraves, Judge W. M. Rhode, Mr. G. W. Lack, Miss Z. Kincaid, Messrs. R. R. Birch, A. Sutherland, H. P. Whitmarsh, Master P. Whitmarsh, Mrs. L. Heyman, Mrs. A. J. Levy, and Mr. W. L. Brown.

Per *Linan*, from Shanghai—Capt. Brietley, and Mr. Mill.

Per *Sumatra*, for Hongkong from London—Messrs. S. H. S. Bird, W. G. S. Archbutt and W. J. Chapman. From Singapore—D. E. Talana. For Shanghai—W. R. Frame. For Yokohama—W. A. Whikhom. From London for Shanghai—W. J. W. Wilson.

Per *Kleist* for Hongkong from Yokohama—Mrs. C. M. Anderson, Mr. A. B. Pollock, Mrs E. Griffith, Mrs. Paul, Messrs. E. Lund and W. Chappo. From Shanghai—Mr. and Mrs. Choy 2 children and servants, Messrs. G. O Morgues, H. Muller, Miss E. Lauro, and Mrs. Copell and 2 children.

Shipping Reports.

Str. *Linan*, from Shanghai:—Strong N.E'ly winds and rough sea. Fine and clear.

Str. *Kaifong*, from Cebu and Iloilo:—Experienced moderate to fresh winds from S.W. to N.E. moderate N.E. swell, overcast and light rain in China Sea.

VESSELS IN PORT.

STEAMERS.

Amara, Br. s.s., 1,562, Mattock, 26th July,—Samarang 15th July, Sugar.—J., M. & Co.
Benvorlich, Br. s.s., 2,764, D. T. Calley, 18th July,—Moji 11th July, Coal.—J., M. & Co.
Chiyo Maru, Jap. s.s., 13,426, W. W. Greene, 26th July,—San Francisco 29th June, and Shanghai 24th July, Gen.—T. K. K.
Erroll, Br. s.s., 2,886, L. James, 4th July,—Salina Cruz 24th May, and Moji 28th July, Coal.—D. & Co., Ld.
Fitzpatrick, Br. s.s., 2,837, R. E. Hutchinson, 16th July,—Moji 10th July, Coal.—O. S. K.
Fuki Maru, Jap. s.s., Murakawa, 25th July,—Moji 18th July, Coal.—Order.
Hangsang, Br. s.s., 1,356, S. Wilde, 18th July,—Canton 17th July, Gen.—J., M. & Co.
Jacob Diederichsen, Ger. s.s., 630, A. Hansen, 27th July,—Leochow and Tourane 26th July, Salt and Gen.—J. & Co.
Kaifuku Maru, Br. s.s., 1,903, Suda, 15th July,—from Moji, Coal.—M. B. G. K.
Kashing, Br. s.s., 1,142, H. E. Lever, 23rd July,—Karatsu 12th July, Coal.—B. & S.
Kutsang, Br. s.s., 3,010, R. C. D. Bradley, 27th July,—Calcutta 13th July, via Penang and Singapore 22nd July, Gen.—J., M. & Co.
Laertes, Br. s.s., 1,340, D. C. H. Frampton, 18th July,—Saigon 14th July, Rice and Gen.—Wo Fat Sing.
Loosok, Ger. s.s., 1,014, P. Wottstock, 26th July,—Bangkok 19th July, Rice.—B. & S.
Manchuria, Am. s.s., 8,750, A. Dixon, 25th July,—San Francisco 24th June, and Manila 21st June, Mails and Gen.—P. M. S. S. Co.
Mandasan Maru, Jap. s.s., 2,847, Yamamoto, 19th July,—Miike 13th July, Coal.—M. B. K.
Manila, Ger. s.s., 1,108, E. Gathernann, 25th July,—Melbourne 22nd June, and Manila 22nd July, Gen.—M. & Co.
Marie, Ger. s.s., 1,169, Christiansen, 23rd July,—Moji 17th July, Coal.—J. & Co.
Nam Sang, Br. s.s., 2,591, P. M. B. Lake, 26th July,—Yokohama via Kobe and Moji 21st July, Gen.—J., M. & Co.
Ningchow, Br. s.s., 5,837, Allen, 14th July,—from Tacoma, Flour and Gen.—B. & S.
Paklat, Ger. s.s., 1,017, J. Wenzel, 24th July,—Bangkok 15th July, via Swatow 23rd, Rice and Wood.—M. & Co.
Patroclus, Br. s.s., 5,508, Bailey, 27th July,—from Foochow, Gen.—B. & S.
Pongtong, Br. s.s., 998, Oldsen, 20th July,—Bangkok 11th July, and Kohsichang 14th, Wood, Rice and Salt.—Yuen Fat Hong.
Quarta, Ger. s.s., 1,145, H. Madsen, 23rd July,—Macassar 13th July, Gen.—J. C. J. L.
Sui Sang, Br. s.s., 1,776, W. D. Welsh, 26th July,—Pulo Laut 15th July, Gen.—J., M. & Co.
Thordis, Nor. s.s., 1,091, J. Jorgensen, 24th July,—Bangkok via Swatow 16th July, Rice.—Kin Tye Long.
Tjikini, Dut. s.s., 2,487, H. Koops, 23rd July,—Moji 18th July, Gen.—J. C. J. L.
Yuensang, Br. s.s., 1,721, P. H. Rolfe, 26th July,—Manila 23rd July, Hemp, Cigars and Gen.—J., M. & Co.
Zafiro, Br. s.s., 1,629, R. Rodger, 26th July,—Manila 24th July, Hemp and Gen.—S., T. & Co.

Steamers Expected.

Vessels	From	Agents	Due
Kumsang	Singapore	J., M. & Co	July 29
Kamo Maru	Shanghai	N. Y. K.	July 29
Aldenham	Sydney	G., L. & Co	Aug. 1
Tonkin	Singapore	M. M.	Aug. 2
Nikko Maru	Thursday I	N. Y. K.	Aug. 2
Sanuki Maru	Shanghai	N. Y. K.	Aug. 2
Indien	Singapore	M. & Co	Aug. 2
Yawata Maru	Japan	N. Y. K.	Aug. 3
Emp. of Japan	Japan	C. P. R. Co	Aug. 5
Asia	Japan	P. M. Co	Aug. 8
Yeboshi Maru	Bombay	N. Y. K.	Aug. 11
Changsha	Sydney	B. & S.	Aug. 16

Ships Passed The Canal.

18th June—*Syria*. 22nd June—*Bencleuch, Oceanien, Monmouthshire, Carmarthenshire, Kintuck, Stentor, Longships, Peking*. 25th June—*Achilles, Ernest Simons, Iyo Maru, Inaba Maru, Prinz Eitel Friedrich, Pera, Prinz Ludwig*. 30th June—*Belgravia, Brisgavia, Glancus, Glenavon, Glenlogan, Indrapura, Lennox*. 2nd July—*Atsuta Maru, Indramayo, Ping Suey, Polynesien, Somali, Sumatra*. 6th July—*Goeben, Nippon, Bengloe, Moyune, Silesia*, (Ger.) 9th July—*Perseus, China*, (Aus.) *Tonkin, Hitachi Maru*. 13th July—*Lutzow, Karonga, Palermo, Wakasa Maru, Theseus*. 16th July—*Borneo, Flintshire, Glenlochy, Katsow, Suevia, Shimosa, Priam*. 16th July—*Oldenburg, Satsuma*. 20th July—*Andrea Rickmers, Inverclyde, Antenor, Benlawers, Bulow, Canton, Sydney, Glenstrae, Poona*. 23rd July—*Meinam, Australien, Hyson, Dardanus Palma, Cathay, Kanagawa Maru*.

Arrivals at Home—18th June—*Nubia*. 22nd June—*Hokata Maru, Darfflinger*. 25th June—*Austria, Ducca Castle*. 29th June—*Bendoran, Indrasamka*. 2nd July—*Stentor, Kintuck, Peking*. 6th July—*Nubia, Liberia, Brilliant, Monmouthshire*. 9th July—*Prinz Eitel Friedrich, Belgravia, Polynesien, Para*. 13th July—*Glaucus, Iyo Maru*. 16th July—*Glenlogan*. 19th July—*Somali*. 20th July—*Lutzow, China*, (Aus.) *Moyune, Oceach, Silesia*, (Ger.) *Wakasa Maru*. 23rd July—*Brisgavia, The Sun*.

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCK CO.

Vorwarts	at	Kowloon	
Paul Beau	,,	,,	,,
H.M.S. Jason	,,	,,	,,
Manila	,,	,,	,,

TAIKOO DOCKS.

Haugchow	at	Quarry Bay Docks.	
Fitzpatrick	,,	,,	,,

HONGKONG TIDE TABLE.

From July 28th to August 3rd, 1909.

Day of Week.	Day of Month.	HIGH WATER. Hongkong Mean Time.	Height	LOW WATER. Hongkong Mean Time.	Height
		h. m.	ft. in.	h. m.	ft. in.
Wed.	28	m 3 6	5 8	1 0 A	2 5
		7 3 A	3 8	11 22 A	3 4
Thurs	29	m 3 48	6 4	1 44 A	1 8
		8 3 A	3 9		
Fri.	30	m 4 33	6 0	m 0 5	3 4
		8 58 A	4 0	2 24 A	1 8
Sat.	31	m 5 20	5 8	m 0 48	3 3
		9 30 A	4 1	3 9 A	0 6
Sun.	1	m 6 8	5 0	m 1 38	3 2
		10 10 A	4 3	3 40 A	0 8
Mon.	2	m 6 58	4 8	m 2 18	3 1
		10 48 A	4 4	4 10 A	0 0
Tues.	3	m 7 50	4 6	m 3 6	2 9
		11 25 A	4 3	3 18	0 8

m denotes morning.
A ,, afternoon.

CHINA COAST METEOROLOGICAL REGISTER.

July 27th, 1909, a.m.

			Bar.	Th.	Hu.	Wind	Wr.	
Vladivostock		a.m.	29.65	77	87	NE	1	0
Nemuro		,,	—	—	—	—	—	—
Hakodate		,,	—	—	—	—	—	—
Tokio		,,	—	—	—	—	—	—
Kochi		,,	—	—	—	—	—	—
Nagasaki		,,	—	—	—	—	—	—
Kagoshima		,,	—	—	—	—	—	—
Oshima		,,	—	—	—	—	—	—
Naha		,,	—	—	—	—	—	—
Ishigakijima		,,	—	—	—	—	—	—
Bonin Is.		,,	—	—	—	—	—	—
Chefoo	6	a.m.	29.73	84	75	SW	1	b
Weihaiwei	9	a.m.	29.76	87	—	—	0	b
Hankow	6	a.m.	29.81	87	88	—	0	b
Kinkiang		,,	29.76	83	82	—	0	b
Shanghai	9	a.m.	29.84	86	68	S	3	b
Gutzlaff		,,	29.85	84	83	SSE	2	bv
Sharp Peak		,,	29.77	84	83	N	5	c
Amoy	10	a.m.	29.68	85	76	NE	3	o
Swatow		,,	—	—	—	—	—	—
Taihoku	5	a.m.	29.73	—	—	E	6	—
Taichu		,,	29.68	—	—	—	0	—
Tainan		,,	29.67	—	—	—	2	—
Koshun		,,	29.67	—	—	NE	8	—
Pescadores		,,	29.69	—	—	E	2	—
Canton	9	a.m.	29.75	88	76	S	1	b
Hongkong	9	a.m.	29.73	86	74	WSW	1	c
Victoria Peak		,,	—	—	—	NNW	3	—
Gap Rock		,,	29.75	—	—	W	2	—
Macao		,,	29.75	88	—	—	0	c
Wuchow	9	a.m.	—	—	—	—	—	—
Holhow		,,	—	—	—	—	—	—
Pakhoi		,,	—	—	—	—	—	—
Phullen	8	a.m.	29.83	82	—	NE	2	c
Tourane		,,	29.75	81	—	WNW	4	c
C. St. James		,,	29.85	79	—	WSW	4	c
Aparri	6	a.m.	29.58	75	—	S	2	b
Manila	10	a.m.	29.73	77	92	SW	3	q
Legaspi	6	a.m.	29.75	79	—	SW	3	o
Bacolod		a.m.	—	—	—	SSW	3	o
Iloilo		,,	29.85	80	—	WSW	3	o
Cebu		,,	29.84	85	—	S	4	c
Labuan		,,	29.85	83	—	—	—	—

July 28th, 1909, a.m.

Vladivostock	7	a.m.	29.69	65	99	—	0	f
Nemuro	6	a.m.	29.89	—	—	E	2	—
Hakodate		,,	29.85	—	—	—	0	—
Tokio		,,	29.91	—	—	S	2	—
Kochi		,,	29.9	—	—	S	3	—
Nagasaki		,,	29.88	—	—	—	0	—
Kagoshima		,,	29.88	—	—	NE	2	—
Oshima		,,	29.85	—	—	S	2	—
Naha		,,	29.77	—	—	E	2	—
Ishigakijima		,,	29.66	—	—	—	6	—
Bonin Is.		,,	29.85	—	—	E	2	—
Chefoo	6	a.m.	29.70	77	90	—	0	c
Weihaiwei	9	a.m.	29.72	81	—	NE	1	b
Hankow	6	a.m.	—	—	—	—	—	—
Kiukiang		,,	29.68	83	87	—	0	b
Shanghai	9	a.m.	29.76	87	69	SSE	3	b
Gutzlaff		,,	29.78	83	87	SE	3	cv
Sharp Peak		,,	29.71	84	83	NE	4	b
Amoy	6	a.m.	—	—	—	—	—	—
Swatow		,,	29.62	80	78	NNE	1	b
Taihoku	5	a.m.	29.68	—	—	E	6	—
Taichu		,,	29.64	—	—	—	0	—
Tainan		,,	29.61	—	—	NE	4	—
Koshun		,,	29.66	—	—	E	8	—
Pescadores		,,	29.62	—	—	W	6	—
Canton	9	a.m.	29.68	88	80	S	2	c
Hongkong	10	a.m.	29.67	86	66	E	2	c
Victoria Peak		,,	—	—	—	E	3	—
Gap Rock		,,	29.64	—	—	E	4	—
Macao		,,	29.69	84	—	—	0	f
Wuchow	9	a.m.	29.67	83	—	W	1	f
Holhow		,,	—	—	—	—	—	—
Pakhoi		,,	—	—	—	—	—	—
Phullen	8	a.m.	29.73	82	—	W	2	b
Tourane		,,	29.7	84	—	SW	2	c
C. St. James		,,	29.80	77	—	WSW	5	o
Aparri	6	a.m.	—	—	—	—	—	—
Manila	10	a.m.	29.65	79	92	SW	4	oq
Legaspi	6	a.m.	29.70	79	—	SW	2	o
Bacolod	9	a.m.	—	—	—	SSW	3	o
Iloilo		,,	29.80	83	—	SW	5	c
Cebu		,,	29.80	86	—	S	5	c
Labuan		,,	29.85	85	—	—	—	—

	July 27 at 10 a.m.	July 27 at 4 p.m.
Barometer	29.73	29.64
Temperature	86	87
Humidity	74	63
Rainfall	—	—

Post Office.

☞ Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.

☞ Approximate times of closing mails at Shanghai via Dairy and Siberia.

5th August.....at 11.00 A.M.

A Mail will close for:—

Batavia, Cheribon, Samarang Sourabaya and Macassar—Per *Tjikini*, 29th July, NOON.
Macao—Per *Sui Tai*, 29th July, 1.15 P.M.
Shanghai—Per *Ankui*, 29th July, 3 P.M.
Saigon—Per *Ningchow*, 29th July, 3 P.M.
Saigon—Per *Benvorlich*, 29th July, 4 P.M.
Singapore, Penang and Colombo — Per *Kamo Maru*, 29th July, 5 P.M.
Shanghai, Yokohama Kobe and Moji—Per *Kutsang*, 30th July, 11 A.M.
Swatow, Amoy and Foochow—Per *Haiyang*, 30th July, 1 P.M.
Macao—Per *Sui Tai*, 30th July, 1.15 P.M.
Manila—Per *Yuensang*, 30th July, 3 P.M.
Weihaiwei, Chefoo and Tientsin—Per *Haichow*, 30th July, 3 P.M.
Keelung, Shanghai, Moji, Kobe, Shimidzu, Yokohama and Tacoma—Per *Fitzpatrick*, 30th July, 5 P.M.
Manila—Per *Zafiro*, 31st July, 10 A.M.
Shanghai—Per *Fooshing*, 31st July, 10 A.M.
Singapore, Penang and Calcutta — Per *Namsang*, 31st July, 10 A.M.
Macao—Per *Sui Tai*, 31st July, 1.15 P.M.
SHANGHAI VIA SIBERIAN Mail to Europe—Per *Linan*, 31st July, 6 P.M.
Keelung, Nagasaki, Kobe, Yokohama and Seattle—Per *Minnesota*, 2nd Aug., 9 A.M.
Shanghai, Kobe and Yokohama—Per *Tonkin*, 2nd Aug., 5 P.M.
Weihaiwei, Chefoo and Chinwantao—Per *Suisang*, 3rd Aug., 10 A.M.
Penang, &c., India *via* Tuticorin—Per *Caledonien*, 3rd Aug., 11 A.M.
Swatow, Amoy and Foochow—Per *Haiching*, 3rd Aug., 1 P.M.
Manila—Per *Tean*, 3rd Aug., 2 P.M.
Shanghai—Per *Zokiang*, 3rd Aug., 3 P.M.
Singapore, Penang and Colombo — Per *Sanuki Maru* 3rd Aug., 5 P.M.
Shanghai—Per *Yatshing*, 4th Aug., 3 P.M.
Swatow, Weihaiwei, Chefoo and Tientsin—Per *Chifushing*, 4th Aug., 3 P.M.
Swatow Wei-hai-wei Chefoo and Tientsin—Per *Chifushing*, 4th Aug., 3 P.M.
Cebu and Iloilo—Per *Kaifong*, 4th Aug., 3 P.M.
Samarang and Sourabaya—Per *Quarta*, 5th Aug., 11 A.M.
Shanghai—Per *Chinkua*, 5th Aug. 3 P.M.
Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle—Per *Yawata Maru*, 6th Aug., 11 A.M.
Manila—Per *Loongsang* 6th Aug., 3 P.M.
Manila—Per *Rubi*, 7th Aug., 10 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Chiyo Maru*, 7th Aug., 10 A.M.
Europe, &c., India, *via* Tuticorin—Per *Delhi*, 7th Aug. 11 A.M.
SHANGHAI VIA SIBERIAN Mail to Europe—Per *Chenan*, 7th Aug., 6 P.M.
Manila—Per *Taming*, 10th Aug., 2 P.M.
Manila, Yap, Fr. Wilhelmshafen, Simpsonhafen, Herbertshohe, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle Per *Coblenz*, 13th Aug., 9 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.)—Per *Empress of Japan*, 14th Aug., 5 P.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle—Per *Changsha*, 19th Aug., 3 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Manchuria*, 31st Aug., 11 A.M.

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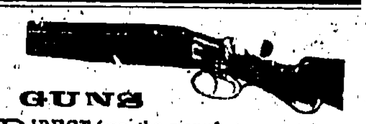

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HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Name.	Class.	Tons.	Guns.	I.H.P.	Captain.	Last reported at
Actæon	despatch-vessel	700	4	3,000	Commander C. T. K. Fuller	Weihaiwei
Astræa	cruiser, 2nd class	4,360	10	7,000	Captain F. E. C. Ryan	Weihaiwei
Bedford	cruiser, 1st class	9,800	14	22,000	Captain Fitzherbert	Weihaiwei
Bramble	river gunboat	710	6	900	Lt.-Comdr Hon. R. O. B. Bridgeman	Shanghai
Britomart	river gunboat	710	6	900	Lieut.-Commander F. B. Noble	Weihaiwei
Cadmus	sloop	1,070	6	1,400	Commander H. L. P. Heard	Singapore
Cherub	water tank and tug	390	—	300	Master S. West	en route Hongkong
Clio	sloop	1,070	6	1,400	Commander C. T. Borrett	Shanghai
Fame	torpedo boat destroyer	306	6	5,700	Lieut.-Commander Thomas	Weihaiwei
Flora	cruiser, 2nd class	4,360	10	7,000	Captain Rowland Nugent	Cruising in Pacific
Handy	torpedo boat destroyer	275	6	4,000	Lieut.-Commander G. Heathcote	Mirs Bay
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Monros	Weihaiwei
Janus	torpedo boat destroyer	280	6	5,900	Lieut.-Commander G. C. Heathcote	Hongkong

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT: RESERVE.	POSITION AS PER LAST REPORT: AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	$125	$125	£1,500,000 $14,500,000 $250,000	$2,006,234	Final of £2 and bonus of 5/- for 1908 @ ex 1/8½=$16,024	4½ %	$1,005 buyers London £93
National Bank of China, Limited	99,925	£7	£6	£4,009 $150,000	$10,223	$2 (London 3/6) for 1903	...	$55 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$50	$1,560,000 $232,757 $411,990 £125,000	none	$14 for 1907	7½ %	$195 sellers
North China Insurance Company, Limited	10,000	£15	£8	Tls. 150,000 Tls. 303,747 Tls. 118,277	Tls. 160,512	Interim of 7/6 for 1908	5½ %	Tls. 115 sa. & b.
Union Insurance Society of Canton, Limited	12,400	$250	$100	$2,000,000 £90,000 $191,748 £105,249 $681,609	$2,464,911	Final of $17 making $47 for 1907 and interim of $30 for 1908	5½ %	$827½ buyers
Yangtsze Insurance Association, Limited	18,000	$100	$60	$1,000,000 $254,415 $199,164	$7 7,637	$12 and bonus $3 for 1907	7½ %	$235
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	$100	$20	$1,000,000 $438,668 $13,802	$375,341	$6 and bonus $2 for 1907	7½ %	$116 sales
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$1,436,173	$368,711	$27 for 1907	8 %	$345
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	$25	$25	$9,000	$2,035	$1 for 1906	...	$10 sellers
Douglas Steamship Company, Limited	20,000	$50	$50	$264,638 $99,067	Nil.	2½ for year ending 30.6.1908	7 %	$36
Hongkong, Canton & Macao Steamboat Co., Ld.	80,000	$25	$25	$250,000 $607,500 $79,423 $25,344	$20,279	Final of 1½ making $2½ for 1908	7½ %	$33 sellers
Indo-China Steam Navigation Co., Ld. (Preferred)	60,000	£5	£5	£10,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16=$3.154	...	$63 sellers
Do. do. (Deferred)	60,000			£240,000		Final of 2/- for 1908 and interim of 1/- for a/c 1909	...	73/- buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£720,000 £ 00,000	£61,827	$1.00 $0.50 for year ending 10.4.1909	4 % 3½ %	$26 sa. and b. $15½ sales
"Star" Ferry Company, Limited	10,000	$10	$5	$65,000 $48,88	$3,121			
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	$350,000 $56,848	Dr. $5,858	$5 for year ending 31.12.08	3½ %	$142½ sales
Luzon Sugar Refining Company, Limited	7,000	$100	$100	none	Dr. $135,833	$3 for 1897	...	$17 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 9,873	Tls. 3½ for year ending 31.8.08	...	Tls. 280 sellers
MINING.								
Chinese Engineering and Mining Company, Ld.	1,000,000	£1	£1	£175,000	£11,556	Interim of 1/6 (coupon No.12) for year ending 29.2.09	7 %	Tls. 18½ sellers
Raub Australian Gold Mining Company, Limited	150,000 50,000	£1 £1	18/10 £1	£12,289 £4,878	Dr. £2,191	No. 12 of 1/-=48 cents	...	$8½ sellers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	$25	$25	$48,936	Dr. $7,421	$1.75 for year ending 31.12.06	...	$12
Hongkong & Kowloon Wharf and Godown Co., Ld.	60,000	$50	$50	$350,000 $26,806 $40,000	$30,102	Final of $1½ making $3½ for 1907	...	$58 sellers
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$50	$97,193 $200,000	$387,78	Final of $4 making $8 for 1908	12½ %	$62 sellers
Shanghai Dock and Engineering Co., Ld.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 6 76	Final of Tls. 2½ for year ending 31.12.09	6½ %	Tls. 80½ sellers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	ls. 100	Tls. 697,257 Tls. 50,000 Tls. 125,000	Tls. 22,818	Final of Tls. 6 making Tls 10 for 1908	6½ %	Tls. 150 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ld.	25,000	Tls. 100	Tls. 100	Tls. 35,000	Tls. 4,134	Tls. 6 for year ending 29.2.09	5½ %	Tls. 104 sales
Central Stores, Limited	50,183	$15	$15	$1,000	$24,611	$1.20 on old and 60 cents on first new issue	...	$18
Hongkong Hotel Company, Limited	12,000 8,000	$50 $50	$50 $25	$648,975 $13,913	689	Final of $3 making $6 for 1908	...	$73 ex n.d. b.
Hongkong Land Investment and Agency Co., Ld.	50,000	$100	$100	$250,000	$26,475	Final of $3½ making $7 for 1908	6½ %	$43 b. new
Humphreys Estate & Finance Company, Limited	150,000	$10	$10	$221,178 $43,261	$5,486	60 cents for 1908	6½ %	$108 sellers
Kowloon Land and Building Company, Limited	6,000	$50	$30	none	$278	$1½ for 1908	5 %	$9½ buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,523,045 Tls. 322,000	Tls. 142,404	Final of Tls. 3 and bonus of Tls. 2 making Tls. 8 for 1908	6½ %	$30
West Point Building Company, Limited	12,500	$50	$50	none	968	Final of $2 making $4 for 1908	8 %	Tls. 122 buyers
COTTON MILLS.								$46½
Ewo Cotton Spinning and Weaving Company, Ld.	15,000	Tls. 50	Tls. 50	Tls. 150,000	s. 8,820	Tls. 5 for year ended 31.10.1908	4½ %	Tls. 134 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$10	Tls. 45,939 $20,000	$9 553	50 cents for year ending 31.7.08	6 %	$8½ sellers
International Cotton Manufacturing Company, Ld.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8%)	...	Tls. 92 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 4,829	Tls. 4 for 1908	...	Tls. 111 buyers
Soy Chee Cotton Spinning Company, Limited	1,000	Tls. 500	Tls. 500	Tls. 81,172	Tls. 15,911	Tls 50 for 1906	...	Tls. 400 buyers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£1,500	£648	1/10½ per share for 1907=1.037	10 %	$10½
China-Borneo Company, Limited	60,000	$12	$12	$40,000	Nil.	$1.20 or 1908	8 %	$13½
China Light and Power Company, Limited	50,000	$10	$10					$6.70 sellers
Do. Do. special shares	50,000	$1	$1	none	$51,138	50 cents for year ended 28.2.06	...	$9.60
China Provident Loan & Mortgage Company, Ld.	125,000	$10	$10	$100,000	53,407	80 cents for 1208	8½ %	$16½
Dairy Farm Company, Limited	40,000	$7½	$6	$10,000 $8,000	$48	$1.30 for year ending 31.7.08	7½ %	$8.90 sellers
Green Island Cement Company, Limited	400,000	$10	$10	$18,000	$3,75	Final of 50 cents making 90 cents for 1908	10 %	$12
H. Price & Company, Limited	12,000	$10	$10	$5,000	$ 170	80 cents for year ending 31.12.08	8 %	$20½ buyers
Hongkong Electric Company, Limited	60,000	$10	$10	none	5,195	$1 and bonus 20 cts. for year ending 29.2.09	6 %	$185 buyers
Hongkong Ice Company, Limited	5,000	$25	$25	$150,000	$7,616	Final of $15 per share making $19 for 1908	12½ %	$24
Hongkong Rope Manufacturing Company, Ld.	60,000	$10	$10	$20,000	$8,790	Interim of $1 for account 1909	8½ %	
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 63,914	Tls. 816,482	and Quarterly div. of Tls. 12½ for account 1909	4 %	Tls. 1,000 s.
Peak Tramways Company, Limited	25,000	$10	$10	$20,000	$1,201	80 cents on fully paid shares and 8 cents on $1 paid shares for year ending 30.4.09	6 % 3 %	$14½ sales $15½
Peak Tramways Company (new)	50,000	$10	$1					$8
Philippine Company, Limited	75,000	$10	$10	none	Ps. 18,640	None	...	
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 75,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4½ %	Tls. 146 sales
South China Morning Post, Limited	6,000	$25	$25	none	Dr. $56,602	None	8 %	$23 sales
Steam Laundry Company, Limited	20,000	$ 5	$ 5	none	$136	40 cents for year ending 31.5.08	8 %	$5½ buyers
Union Waterboat Company, Limited	50,000	$10	$10	none	$172	60 cents for year ending 31.12.08	5 %	$11 sellers
United Asbestos Oriental Agency, Limited	10,000	$10	$4	$35,000	$1,360	80 cents on 9,900 ord. shares and $19.80 on 100 Founders shares for yr. end. 31.5.07	6½ %	$13 sales
Watson, (A. S.) & Co., Limited	90,000	$10	$ 0	$300,000 $25,000	$2,613	Final of 30 cents for 1908	6½ %	$8.70
William Powell, Limited	15,000	$7	$7	none	$3.95	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	$4 sellers
RUBBERS.								
Anglo-Malay Rubber Company, Limited (fully paid)	46,500	£1	£1					£7
Do. do. (partly paid)	103 500	£1	17/6	none	none	30 %=6/- per share for year 1908	...	£6.17.6
Balgownie Rubber Estate, Limited	‡‡ 8 000	†† $10	†† $10	$7.4	$ 5			$ 5
Castlfield Rubber Estate, Limited (fully paid)	6,000	£1	£1	none	none	25 % for year ending 31.3.09		£1.10/-
Do. do. (contributory)	24 000	£1	17/6	none	none			£2.7.6
Highland & Lowland Para Rubber Co., (fully paid)	181 454	£1	£1	£8,784	none			£3.1.
Do. do. (contributory)	123 546	£1	15/-		none			£2.14.
Kuala Lumpur Rubber Co., Limited	18 000	£1	£1	none	1,810	3 % for year ending 30.6.08	...	£2.1.6
Linggi Plantations, Limited (ordinary)	×90,000	2/-	2/-	none	none	60 % for year 1908		£1.3 nom.
Do. do. (7% pref.)	1 000	£1	£1	£4,000	none	7 % for year 1908		$25 nom.
Ragalla Rubber Company, Limited (ordinary)	22 500	†† $10	†† $10	none	$6,722	5% for year ending 31.12.08		£1.16.6
Do, do. (8% pref.)	2 500	†† $10	†† $10					£1
Ledbury Rubber Estates Limited	§§ 62,000	£1	£1					
Do. do. (contributory)	§§ 40,000	£1	7/6	none	none			

* These shares are entitled to half of the profits.....

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